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ATLANTIC LIVE CATTLE TRADE.

ITS CRUELTY, FOLLY, AND COSTLY DANGER.

AMERICA WITH US.

By SAMUEL PLIMSOLL, Esq.,
President of the Sailors' and Firemen's Union.

Mr. Samuel Plimsoll writes as follows from New York, Dec. 23, 1890:—

"I have spent several days in this port making myself acquainted with the circumstances under which the export trade in beef, both alive and dead, is carried on; and as some of the information I have acquired throws a strong light upon this subject, now under consideration by a Government Commission, and also one which strongly interests the general public, I venture to write you thereon. Nearly at the outset of my inquiry I called upon Mr. T. C. Eastman at the junction of 59th-street, 11th-avenue, who is the head of one of the largest houses engaged in this trade; indeed, it was Mr. Eastman who started this trade by a consignment per the steamship *Wyoming* in 1875; they send cattle, and they send also beef. Thinking it probable that his views might be in opposition to mine, I told him that I was trying to put an end to the carrying of fat cattle alive across the Atlantic, and had come to New York to make inquiries. He at once said that he wished me success, though it was part of their trade; his firm had sent nearly 20,000 head of cattle to England in the early part of this year, and should no doubt send more in 1891; they were not sending any live cattle now—they never did in winter—for it was hard on the cattle, it was

REALLY CRUEL,

and he would not do it—it was altogether a senseless thing to do.

"I asked him, as his firm was in both branches of the trade, whether he had any objection to tell me which paid them best. He said there was little or no difference; sometimes the dead meat trade paid a trifle more than the live cattle, and at others the live cattle trade had the advantage—the one was about the same as the other as to profit; but always they got a higher price for the live cattle, only the extra amount received was absorbed by the extra expenses. 'What extra expense?' I asked. 'Oh, many,' he replied, 'there is a considerable loss in the weight owing to the hardships of the sea voyage.' (Young Mr. Eastman afterwards told me that the loss weight would average 50 lbs. to 60 lbs.

per animal; sometimes very much less than that, and sometimes very much more, according to the weather). 'Then there is the cost of fodder (this will average 87c. per head). Then there are the wages of the cattlemen; then there are the losses of cattle overboard, etc., and the cattle that die; and, lastly, the freight of an ox you may put at £4 per head, against the freight of four quarters of beef, which is rather less than half (£720 for 1,600 quarters) = 9s per quarter, or 36s. for four quarters. Then, if the ox is killed right here, the beef is better. We do not kill them here when they are fevered up with travel; the beef would not keep so well, and the difference in quality is made greater in this way. The beef killed here is still better when it reaches England; it has then been kept at about 34 deg. for ten days or a fortnight, which altogether prevents deterioration, and generally improves it. However, it makes no difference to us. If your people want cattle, we will send cattle; if they want beef we will send them beef. Only it is a cruel business and

A FOOL'S BUSINESS

this live fat-cattle trade across the Atlantic, and it ought to be stopped.'

"'But,' I said, 'would not the cattle ranche owners and the Western States generally oppose any attempt to put an end to it?' 'Not a bit,' he answered, 'you don't suppose when the New York or Baltimore merchants buy cattle in St. Louis or Chicago they are asked whether they mean to send the cattle to Europe alive or dead. The sellers just get the highest price they can for their cattle, and that ends their business; if the change led to a diminished exportation it would be different.' 'Your last remark leads to a question I was about to ask—Would no inconvenience arise from the stoppage of the live cattle trade?' 'Not one bit; with existing plant we could double—double—the existing supply of dressed beef right off, without any notice at all.' And his son said that he just figured up the beef exports for this year from April 1, and found that from American ports (without Canada) the weekly consignments to the ports of the United Kingdom ran from 15,000 to 18,000 head of cattle, alive and dead. Of this quantity rather more than one-half was dressed beef. So that it is clear that if Mr. T. C. Eastman is correct that the supply of dead meat could be doubled, no inconvenience whatever could arise to the people of the United Kingdom.

SOME IGNORANT PEOPLE

talk of this prohibition as 'protection,' 'protection in disguise,' etc. How can it be protection? Nobody asks Government to put a duty on imported beef. Mr. East-

man said that 'some American ladies will buy their meat from butchers whom they know, and who kill and dress their own beef, and they will give them a couple of cents more per lb. for it: it is their fancy to do, and they can afford it. Now, I suppose you have just the same class of people with you. Well, your farmers can raise enough beef for them, and they will give a higher price to please their fancy, and we can supply the masses with beef just as good, and, of course, instead of being made dearer to them by killing it here, it will be much cheaper even than it is now. It must be so; the only difference the change will make will be to take from the carcass butchers the illegitimate profit they now make by selling as prime Scotch, or Devon, or home-fed (that is, English) the hunted, wasted, and fevered-up flesh of the animals that have been brought across the Atlantic. Lose the offal? Why, no; we send away the tripe now. About the heads? Well, we cannot afford to pay three-eighths of a penny freight for bones, but we strip the heads of all the meat, and send it, most all of it, to Glasgow, and it's just the finest kind of meat, the cheek of a young steer, for canning or potting, finer even than sirloin or rump.'

INSURANCE.

Last week I went amongst the underwriters, and found that whilst cattle are now insured on tramp steamers at £7 to £10 per cent., so much safer is it to bring beef than cattle that in similar steamers it is only one-third of 1 per cent. to one-half of 1 per cent., and in best boats rather less than one-third of 1 per cent., i.e., 30 c. per 100 dols. Messrs. Chub, of Beaver-street, New York City, are my authority for this; they are leading men and have given me this in writing. Rolling.—So reckless are a certain class of shipowners of the

LIVES OF MEN

that they load their vessels with three tiers of cattle. First, the 'tween deck is loaded from end to end and from one side to the other, as close as they can stand; second, the main deck is similarly loaded with cattle, which cannot lie down so close are they; and, lastly, the upper deck is also loaded in this way. And so crank and unstable are the ships when this third tier of cattle is placed on the ship that the ships roll, and roll heavily, in the dock in still water. The agents say that they cease to roll when they are going through the water, but the tendency is there; and how could such a ship go about, during which her side is for awhile exposed to the seas? They are just like bicycles—they are steady while going on, but they would soon topple over if brought up standing. I feared that such shocking recklessness would be

discredited, and so have besides inquiring of many people, obtained

WRITTEN TESTIMONY.

I quote only two witnesses out of many John A. R. Cushing, captain of the steamship *Nevada*, now in dock here, and which will be in Liverpool in a day or two after you receive this letter, writes:—"Dec. 23, 1890. Dear Sir,—On referring to a former conversation we had about cattle ships rolling, I have seen one of the National Line steamers lying alongside of her dock in this port, after her cattle were on board, and rolling so they had to brace the yards forward for fear of them striking the shed. I have also seen two other steamers, but I quite forget their names or the line they belong to, lying in New York Bay, after they had their cattle aboard, rolling as if they were in a seaway. It is a long, steady roll, and I suppose it is caused by the cattle themselves.—I remain, yours truly, JOHN A. R. CUSHING."

"Mr. Charles Parkes, first officer, writes:—"New York, Dec. 22, 1890. Dear Sir,—With reference to the rolling of cattle ships, I have seen the steamships *Istrian* and *Bohemian* in Boston roll that heavy before they left the dock that their yardarms nearly touched the top of the shed, and keep up the

ROLLING

motion all the passage, unless the wind was strong on either side, often throwing the cattle off their feet, which had to be assisted up, as there was not room for them to rise without assistance.—I remain, Sir, yours obediently, CHARLES PARKES. Samuel Plimsoll, Esq." Ships specially fitted for cattle.—It is urged that some ships are specially fitted to carry cattle, and therefore we ought not to interfere with this dreadful trade. Well, there are a few—the *Rusnic*, the *Cyfi*, the *Otoman*, the *Kansas*, the *Jova*, and one or two others. They are very few, and the fittings after the cattle are landed are stowed up under the decks. It must be borne in mind that, although specially fitted for cattle, they are not thereby unfitted for other cargo, else what would they do coming back? I am glad to add that

PUBLIC SENTIMENT

here is very strong for the abolition of the live cattle trade overseas.

"The late Mr. Bergh, the president of the American Society for the Prevention of Cruelty, I am informed, boarded a steamer of the National Line with a warrant for the arrest of the agent on a charge of cruelty to animals, but it broke down, as no actual cruelty had then been committed, and it was successfully contended that the law only punished people for what they had done, not for what they intended to do. The incident is, however, significant as showing the state of public opinion. Further, although I have seen very many people here, all wish the trade to be put down. I have not seen one person who defends it.

"It is not yet quite a year since the *Erin* sailed cattle-laden from this port with 74 men on board; she was never again heard of. I went down to the far east of London to see the poor

WIDOWS AND FATHERLESS

children of that portion of her crew which lived at Tidal Basin, E., and shall never forget the anguish of bereavement, and the misery of poverty I then saw. And now we have the *Thanemore* overdue (70 guineas insurance per cent. was paid on her

on Saturday); she had more than 30 men on board, and but little hope is felt that she will ever be heard of again. On Saturday last another steamer sailed hence shamefully overloaded, and underwriters who refused to insure her cargo have well-grounded fears for her. (I have reported her by this mail to the Board of Trade.) The natives of India have a proverb that joy is a flower which ever has sorrow for its root. Help me, Sir, to protect these helpless people. Let all the Press in England help, and so shall the bitter grief of the widows made by the *Erin* become the root from which shall arise the fair plant and the beautiful flower of safety and happiness for many an anxious sailor's wife."

YARNS.

CLIV.

MY FIRST AND LAST LOVE.

By A. GREENHORN, ESQUIRE.

While travelling in the train from Rochester to London, I had for a companion a very handsome, black-eyed, rather imperious-looking lady of about twenty-five or thereabouts. I am a somewhat reserved bachelor who has turned forty, and I certainly did not take the initiative of making the acquaintance of the fair one. Instead, with the sweetest of smiles, she asked me if I would like to look at her *Daily Telegraph*. I declined, explaining that it hurt my eyes attempting to read in the train. Then we got quite chatty, and her manner, vivacity, and intelligence soon completely fascinated me. For me, who had throughout life been profoundly indifferent to the charms of the gentler sex, it was a case of a first love at first sight, and as we were steaming slowly over the bridge approaching Cannon-street, I impulsively formed an adamant resolution to make a superhuman effort to win the angel for my own. When we passed the ticket barrier, I inquired if she would accept my escort as far as Finsbury Circus, as she informed me that she intended to proceed thither. She smiled and nodded assent, and we set off, I selecting the quietest streets.

I suppose I must have lost my head, for at once I made love to the maiden in a violent fashion. I told her about my friends, my finances and my social position, and earnestly entreated the darling to make me happy by accepting me as her husband. At first she looked surprised; then, as I thought, a trifle amazed. I pressed her for an answer, if I could hope for the consummation of what to me at the time was the greatest ambition upon earth, and offered to give her every facility for inquiry into the *bond fides* of my statements to her.

While, a trifle confused, the maiden appeared to be shaping a reply, down came a sudden fog, black as the night of Erebus, and as unsavoury as the atmosphere of the catacombs. My fair one then only put her handkerchief to her mouth, after muttering "How dreadfully annoying!"

We groped along for a few yards, then stopped, as it was utterly impossible to see a foot in front. Was ever the outpouring of a man's love stopped at so critical a time in such a disagreeable fashion? I wondered to myself.

Suddenly a man carrying a lantern nearly collided with me. Accosting him I said,

"Where on earth are we?" The individual answered, "If you like, Sir, I can put you an' the lady up in my place till it gets clearer; only charge yer threepence for the 'commodation. Several gents there already." I thankfully said that I would avail myself of his offer, and the three of us joining hands the man took us along about a dozen yards, and ushered us into a place which proved, as far as I could make out by the dim light of the lantern, to be an arched cellar.

I again tried to resume conversation with the damsel respecting the subject nearest my heart, but she replied, "Hush, I'll tell you when we get out. Someone may hear!" I took that as a favourable response to my proposals, and, despite the fog, felt supremely happy.

More people were introduced by the party with the lantern, and soon the cellar got rather crowded.

Suddenly all were startled by a wheezy voice, proceeding from the back of our retreat, croaking "I've lost it; for goodness sake take care!"

"Lost what?" was the queried universal chorus.

"My cobra, that I brought from India!"

Doubtless each of my neighbours experienced the dire consternation that I felt on hearing this announcement. The idea of being confined in a limited area, in company with a poisonous snake at large, was anything but exhilarating.

Numerous indignant comments and execrations arose from the alarmed occupants of the cellar, who, as near as I could judge, numbered, a couple of dozen, on the perilous eccentricity of a man bringing a live serpent with him into such a place, and letting it escape from his custody.

"Ha-ha-ha!" squeaked the owner, "I assure you, gentlemen, he's—" What the rascal meant to say was stopped by a loud and prolonged fit of coughing.

Then a voice sung out "Friends, I've been to India, and well know the habits of the cobra. Your safety lies in remaining absolutely and perfectly still. If the reptile bites, death results in less than a couple of hours. Don't move, for Heaven's sake!"

My darling, trembling like an aspen, threw her arms round my neck; but I was in too great a condition of perturbation to feel entranced, as I should have been under different circumstances.

Nobody stirred. I whispered to the man with the lantern not to allow any person in, as there was a snake crawling about somewhere. The fellow was so frightened that he abruptly closed the door, locked it from the outside, and left us to our fate.

Oh, the horror of that terrible wait!

Every moment I expected to feel the folds of the cobra about my legs, and his venomous fangs in my flesh. I devoutly prayed that if the thing started biting, it would operate on someone other than myself. I regret to state that I did not even except my adored in the wish. I actually felt nervous when the dear girl shifted her grip from my neck to my waist. Not a word was spoken, except an occasional muttered oburgation launched at the head of the rascally owner of the dreaded reptile; and there, in the darkness, we all stood trembling for over an hour.

Luckily it grew lighter. The tint of the fog, as we could perceive through the window above the cellar door, changed from sepia to dark bottle-green, then to a pale yellow, and at last it was good day-light.

I looked round and perceived my companions standing as motionless as statues. A shuffling noise behind, and the wheezy voice spoke, "I've found him, gentlemen, here he is!" The person then stepped forward, and we perceived an old fellow of military appearance, who was hugging a goodly sized glass case. The cobra was coiled up within the receptacle, and turned out to be stuffed.

In excessive wrath we asked the old fraud why he had not informed us of the fact at first, and thus saved us from the terrible feeling of suspense and fear that we had experienced. "I'm very sorry," he said politely, "I was going to explain, but was interrupted by a fit of coughing. I was frightened to attempt to speak while the fog lasted, in case I should burst a blood-vessel, or something. Fact is, I laid down the case and could not find it again, and I was afraid someone would knock against the glass and smash it. Fine beautifully marked fellow, isn't he?" And the owner looked admiringly at his reptile.

"Oh, curse you, and your hanged snake too!" exclaimed several, too disgusted to feel amused. Personally, in respect of the mental strain I had undergone, I should have liked the luxury of pulverising the glass case, cobra and all.

When the proprietor of the cellar let us out, the persons who had been immured therein, including the man with the snake in the glass case, speedily made tracks, and the maiden and I were left alone.

But she was in a terribly fidgety state, and complained that she was long overdue respecting an appointment with a lady friend. Once more I urged her to answer me, but she replied, "Give me your name and address and I'll write." I handed her my card, when she hailed a passing hansom, and, getting inside the vehicle, waved me an adieu, with a gracious smile that sent the blood coursing through my veins.

Then, wondering if I could catch a lawyer friend at his office in Bedford-row before business hours were over, I felt for my albert in order to consult my watch. Horrors! chain and ticker were gone! The watch was a valuable gold chronometer, which had cost me fifty guineas. In an excited fashion I plunged my hand into my breast-pocket for my pocket-book. It was also *non est*. So were my diamond ring from my finger, and my pin.

A cold sweat bedewed my brow. I could come to no other conclusion than the woman who had stolen my heart had also purloined my valuables. Had she and the snake-man worked in concert, I asked myself. But I immediately dismissed the idea as improbable and absurd.

Still, I was loth to believe that the woman had robbed me; her style and appearance were against any such assumption. I did not inform the police of my loss, and decided to postpone judgment against the lady until a day or two had passed, in order to see whether she would write according to promise.

I proceeded to my club and borrowed a few sovereigns from a friend. It was late at night before I reached my chambers at Bloomsbury. My housekeeper informed me that in the early part of the evening a commissionaire had left a parcel for me.

I opened it, and there were my missing belongings—every item! A note was enclosed, which ran thus: "Dear Mr. Spriggs,—Excuse the trick I played upon you, but I wished to teach you a wholesome lesson. Always, when you make love to a

strange lady, inquire of her whether or not she is married. I am afraid you are a trifle verdant, and don't know much of the world, certainly not so much as I do. You seem very nice, all the same; but, as a friend, I may inform you that I'm awfully afraid your impulsive spooniness will get you into trouble some day. Yet I shudder about that ridiculous snake business. Then, you old stupid, I cleaned you out. Still, thanks for your kind attention. I enclose a stall for the Boxford; I begin at nine. Then I'll be delighted to show you what I can do in a professional way. Also, inquire for me, when I'll introduce you to my husband, who will be pleased to make your acquaintance. —Yours faithfully, ELLA ORLANDO."

Good heavens! Was it the celebrated Madame Orlando, whose marvellous sleight of hand performances were puzzling all London, whom I'd fallen in love with?

I felt superlatively sheepish and small. I had not the heart to go and see the lady perform. I had sufficient personal experience of her skill.

So ends my first love adventure, and I'm firmly resolved it shall be my last.

AN OVERDUE SHIP.—Great anxiety is felt for the safety of the ship *Ravens Hall*. She left New York for Calcutta on June 11, under the command of Captain A. Telfer. She was spoken on the 24th of the following month in lat. 30° S long. 34° W, since which time nothing has been heard of her. The *Ravens Hall* is an iron ship of 1,670 tons, and is owned in London. She is over 200 days out, or about 100 days overdue.

BRITISH WRECKS IN DECEMBER.—The number and tonnage of British vessels respecting whose loss reports were received at the Board of Trade during the month of December, 1890, and the number of lives lost, are as follows:—Sailing vessels 60, 13,142 tons, 103 lives lost; steamships 15, 9,323 tons, 30 lives lost. Total vessels 75, 22,465 tons, 133 lives lost. The above is a record of "reports received" in the month, and not of wrecks which occurred during the month. Many of the reports received in December relate to casualties which occurred in previous months. Casualties not resulting in total loss of vessels, and the lives lost by such casualties, are not included.

LIFEBOAT HEROES.—At daylight on the morning of Oct. 23, 1865, wind strong from N.N.E., with a heavy ground sea, a vessel was observed on shore on the western spit of Hayle Bar, from three to four miles distant from St. Ives. The sea was making a clean breach over her, and the crew were supposed to be in the rigging. The *St. Ives* lifeboat was at once launched. In crossing the bar with the drogue, or drag-bag in tow, which carried her safely over two heavy surfs, a tremendous sea burst over the stern, and the drogue-rope breaking from the immense strain on it, she flew before the crest of the surf in almost a perpendicular position, and running her bow under water she broached to and upset; she soon, however, righted, and all managed to get on board. Two oars, grapple, anchor, and rope were lost, and two crutches broken. Although rowing four oars only, the crew contrived to get her under the lee of the vessel, which was the French brig *Providence*, of Granville. With a heavy sea and strong under-current, however, they found it impossible to get alongside. Nearly an hour passed in signalling to the French crew to send a rope by means of a spar or raft; when this at last was done, the coxswain signalled to haul on board the life-buoy, intending to take the men off through the water, but he could not make himself understood. Two of the crew now endeavoured to reach the lifeboat by means of the connecting-rope; one was being dragged on board, and the other within four or five yards, when a fearful sea broke on the broadside of the boat, and upset her a second time. She righted instantly, but the poor fellow who was on the rope lost his hold, and was never seen again. The other held fast to the boat, and the crew once more got into her without accident. The communication with the vessel had not been broken, and the lifeboat again hauled up as near as possible. The captain and remaining two men then took to their boat, when the second wave capsized them. Through a fearful sea the lifeboat was hastily hauled ahead, and three men were most fortunately picked up. The crew of the lifeboat landed at Hayle thoroughly exhausted. —From *Heroes of Britain in Peace and War* for January.

SEAMEN & SHIPOWNERS.

UNIONISM VERSUS FREE LABOUR.

GREAT MEETING AT HULL.

SPEECH BY MR. J. H. WILSON.

A mass meeting of the Trades Unionists of Hull was held at Hengler's Circus on Friday night, Jan. 2, under the auspices of the Seamen's and Firemen's Union and the Dockers' Union, in reference to the question of Unionism v. Free Labour. The large building was crowded. Mr. Councillor Millington, president of the Hull Trades and Labour Council, occupied the chair, and amongst those present were Mr. J. H. Wilson, general secretary of the Sailors' and Firemen's Union; Mr. Tom McCarthy, organiser of the Dockers' Union; Mr. L. D. Fitzgerald, delegate from Australia; Mr. Young, secretary of the Humber district; Mr. J. Hill, secretary of the Hull Branch of the Seamen's and Firemen's Union; Mr. W. R. Chappell, secretary of the Goole Branch; Mr. S. Begg, treasurer of the Hull Branch of the Seamen's and Firemen's Union; Mr. M. Maloney and Mr. Clifford, delegates Hull Dockers; Mr. S. Frith, Mr. C. Cheffings, Mr. H. Oarmichael, Mr. Schartmann, Mr. J. Gilbert, Mr. S. Harlow, Mr. T. B. Davies, and Mr. Fields (Dockers' Union), Mr. A. Clark (district secretary G. R. W. Union), Mr. P. Tevenan (A.S. Rly. Servants), Mr. N.B. Billamy, Mr. W. O'Donnell, Mr. E. Morfitt, Mr. J. Hall, Mr. Campbell (Sailmakers' Union), Mrs. Sanderson, and Captain Rutter (Marine Superintendent of Messrs. Thos. Wilson, Sons & Co.).

The Chairman, who was heartily received, said: I am very pleased to see so many of my fellow-townsmen gathered together in this hall to-night. It shows to me that the spirit of Trade Unionism has not collapsed altogether in the good old town of Hull. (Applause.) We recognise the benefits that have accrued therefrom in the past, and we know from our practical experience, that by our organisations we stand on a firm, strong basis, united almost as one man, determined

TO PROTECT OUR LIBERTY.

and to maintain our rights. (Applause.) Certainly we have a good past to be proud of. We have attained a position that, I think, every true man amongst us is determined shall be vindicated and defended to the last drop of blood that he has. (Great applause.) A new thing has sprung up amongst us which is endeavouring to pull us down from the pedestal to which we have aspired, and which wants to bring us again to the low level which existed centuries ago. But we are determined, so far as we are concerned, that the Unions which have sustained us and helped us by our combination in the past shall still be

OUR WATCHWORD.

and we intend to stand to them and to be true. (Great applause.) We have on this platform an array of speakers who will address themselves to this question, and I need not ask you to give them a very patient and a very careful hearing. We have not come to blow forth any trumpet of defiance. We have come to speak our convictions like men, determined that those convictions shall be sustained. (Applause.) We intend to do our utmost to sustain them to the very last. (Cheers.) I shall not trespass any further upon your time. We have a long programme, we have some very interesting matter to bring before you, and I believe you will be quite recouped for your attendance here to-night, and that every man when he leaves here will be more firmly impressed than ever that he has taken

THE RIGHT SIDE

of the labour question, by joining himself to his organisation. (Applause.) I will, therefore, without any further remarks, call upon Mr. Young, the district secretary of the Seamen's Union, to move the first resolution. (Hear, hear.)

Mr. Young said: As this is a meeting for a special purpose, with special speakers for the occasion, I shall not detain you, but simply perform my duty by proposing the first resolution, namely, "That this meeting of Trades Unionists hereby pledge ourselves to stand loyally by our organisations, and desire to record our unbounded

CONFIDENCE IN OUR LEADERS."

That is the resolution, and our general secretary, Mr. J. H. Wilson, will speak to it during the course of the evening, and Mr. Maloney will second it. (Applause, and a voice: Three cheers for Maloney.)

Mr. Maloney, who was enthusiastically received, said: I have very great pleasure indeed in seconding this resolution, but in my opinion no such resolution

as this wants submitting to a meeting of Hull Trades Unionists. (Applause.) You have proved your loyalty within the last fortnight to your leaders in Hull. When you were waited upon by your different officials, the moment you saw them you were not asked to come—you came without asking, and proved to our employers in Hull that we were determined to stand by our Trades Unions. (Applause.) Of course, as Mr. Young has said, there is an array of talented speakers here to-night, and I am not going to detain you listening to my small oration. You can hear me at any time, but I should like to point out that they want to try to establish a new feature in Hull—

BLACKLEGS.

(Applause.) We make them a present of them. (Laughter and cheers.) And they are a grand example of working men. (Great laughter.) I saw six of them to-day with an empty barrow, and they actually asked the foreman where the "shover-up" was. (Renewed laughter.) If this is the class of men they can find to defeat the Unionists of Hull, I think they are defeating themselves. (Cheers.) With these few remarks I have great pleasure indeed in seconding this resolution. (Applause.)

The Chairman: The next speaker, I believe, is a stranger to every one in this hall. His visit here to-night is unexpected as far as I am concerned. Although he may be unexpected he will be nevertheless heartily welcomed by this large body of Trades Unionists of Hull. (Great applause.) The next speaker is Mr. L. D. Fitzgerald, delegate

FROM AUSTRALIA.

(Cheers.)

Mr. Fitzgerald, who was loudly cheered on rising, said: I assure you I thank you most sincerely for the cordial welcome you have given me here to-night as a representative of Australian labour. (Applause.) The resolution which I have been asked to support is one which I have much pleasure in supporting, and one upon which I can say a few words bearing upon the dispute recently fought in Australia—(applause)—and which may have some interest to you. Because I believe that all the conditions that preceded and accompanied the

GREAT SHIPPING STRIKE

in Australia are apparent here in England at the present moment. (Applause.) The motion says that "this meeting of Trades Unionists hereby pledges itself to stand loyally to our organisations and desire to record our unbounded confidence in our leaders." I have much pleasure in supporting that, for I am convinced, and the dearly bought experience that Australia has had has convinced me the more strongly that unless working men stand to their organisations they have no hope in the future, that upon the strength of their organisation depends any hope that they may have for the future progress of labour, for the bettering of the conditions of labour, for the raising of Unionists morally, mentally, and physically into better men than they were before they joined the Unions. (Applause.) Now, gentlemen, it is a very pleasing duty indeed to support that resolution, and in doing so to congratulate the working men of Hull upon the magnificent, peaceable, and bloodless

VICTORY

that they have gained within the last few days. (Applause.)

The speaker then went on to refer to the Australian strike, his remarks on which subject we must hold over till next week.

The Chairman: We have another speaker who is also a stranger to a Hull audience. We have had his colleagues Tom Mann and Ben Tillet—(applause)—I have now to introduce to you Mr. Tom McCarthy.

Mr. McCarthy, who was received with great enthusiasm, said: I hear a voice crying "order." It is nothing new to have a clown in a circus. (Great laughter.) In speaking to the resolution I am asked to say a few words on what is called free labour. That it is as it is given to-day is a misnomer. The name I would give it is

FORCED LABOUR

not free labour. (Cheers.) But before I go into the subject I just want to deal with one or two matters on which you may, like many other men, have been misinformed. In one of your papers this evening I have read a statement. This is it—newspapers go in for sensational headlines now a-days. (Laughter.)—"The harvest is plentiful, the labourers few. Remarkable dearth of workmen at the London Docks." (Laughter.) Then it goes on to say that notwithstanding there are thousands of men out of employment some foreman or other who wanted casuals could not get them the other day. Let me tell you that I know the London Docks well. I worked on them when

I could get work for nearly fourteen years, and I think, therefore, I ought to know something about them. (A voice: "As a shoeblack?") No, as a stevedore, and one, perhaps, who could tell you a little about it as I told the Sweating Commission. (Cheers.) Let me say this as one who knows the London docks as a workman, not as a bummer or a loafer, that not one working day for fourteen or fifteen years past has there ever been too much work at the docks in London. And to-day at the docks in London there are 8,000 or 9,000 men who cannot get employment. (Applause.) But I will tell you why the statement appeared. It is because pressmen are not dockers, and they do not know all about it. (Laughter.) In London there are twenty or thirty different places of call, and a man may have a tip given him that a ship is coming into a dock. He goes there, but the information that took him there is not quite true. The foreman may come out of another gate for men and not find them because there are thousands of them.

CLAMOURING FOR BREAD

three or four miles off. But had the man who wanted hands gone down to any of the other gates, he could have found more than enough to supply him a thousand times over. (Applause.) We had another statement, and I do not blame the Press of Hull, nor the Press of any other place; because, taking the Press generally, they have given us a fair show, and they have spoken fairly well in our favour—they could not do otherwise. (Laughter and applause.) But as I have said, I do not blame them. They act like policemen or detectives, on information they receive. (Great laughter.) Now it was said the other day that 2,000 men

TORE UP THEIR CARDS

in London. Here is the statement—"That at a meeting outside the West India Docks, at five o'clock in the evening, 2,000 dockers passed a vote of want of confidence in Tom Mann, and tore up their Union cards." That is a deliberately false statement.

Mr. McCarthy having contrasted the misery of the people out of work at Christmas with the luxury of the capitalists, pointed out that it was only after workmen had organised that capitalists professed such interest in them as to start so-called "Free Labour" Unions. Dealing with the Shipping Federation, he stated, on the authority of a ship-owners' paper, that it was not so strong as it had been represented, and the owners were not agreed among themselves, and he pointed out that the men need not fear the Shipowners' Federation if they only stuck loyally to their own organisations, paid their subscriptions, and saw that their officers did their duty. The greatest danger to Unionism, so far as blacklegs were concerned, was that the agricultural labourers, while living on a pittance and without organisation, flocked to towns in the cases of disputes. The remedy was to organise the agricultural labourers, and the Dockers' Union had decided to do its part in that work, and had appointed him for the purpose. Dealing with foreign blacklegs, he argued that legislation ought to be introduced to stop their importation.

The Chairman: The next speaker will be Mr. J. H. Wilson. (Loud applause.)

Mr. J. H. Wilson, who was enthusiastically received, said: I am very pleased to have this opportunity of addressing this large assembly of working men to-night. Previous to supporting the resolution, I would just like to say, in answer to a remark which fell from my friend McCarthy with respect to foreigners, that I do not agree with him in the remarks which he has made with reference to Germans and others. I believe that the sailors and firemen have had as much to do with foreign competition as any class of working-men in this country. If

FOREIGNERS HAVE BEEN IMPORTED,

and if foreigners are working in this country to-day, I believe you will find ten to one more in the mercantile marine than in any other industry in this country, and my opinion of foreigners is this, that when you take the foreigner by the hand—whether he be a German, a Dane, a Swede, or a Norwegian—and you get that man to combine with you in your Union, I will wager ten to one that you will find the contributions of the German, or the Swede, or the Dane, are there to date, and sometimes many months in advance of the date. (Applause.) And I further venture to say that the foreigners—and I think I ought to be proud to say it—that the foreigners were the

FOUNDATION-STONE OF OUR UNION.

(Applause.) It was much easier to get foreigners to join the National Sailors' and Firemen's

Union than it was to get our own countrymen at the commencement, and therefore I could not possibly stand or sit on this platform—(A voice: "Is the speaker a foreigner himself?") No, the speaker is an Englishman, and I question whether you are one or not. (Cheers.) But, Mr. Chairman, I want to tell our friend over there who questions whether I am an Englishman or a foreigner, that my Trades Unionism goes beyond this country. (Cheers.) I believe in

INTERNATIONAL TRADES UNIONISM.

(Renewed cheers.) And if you want to protect yourselves from foreign competition, our duty as Trades Unionists is to go forth on the Continent and organise our fellow-workmen abroad. Bring their wages to an equality with our own, and you may depend upon this fact that when the foreigner can earn the same amount of wages in his own country that he can earn in this country, there will be

VERY LITTLE CHANCE

of the foreigner coming over here—(loud applause)—and I am pleased to say that our Union has organised ten Branches on the Continent—(cheers)—and I hope before this day twelve months, that every Dane, every Norwegian, every German sailor, and fireman, will claim to be a member of the National Amalgamated Sailors' and Firemen's Union. And, my friends, when we have accomplished that, we will have done something else. We will have done our employers in this country a good turn, because when the foreign employers have got to pay the same amount of wages that our English employers have to pay, then we shall hear less of that bogey, the foreign competition. (Loud cheers.) Now I have not come here to debate the question of foreign labour. I have come here to support a resolution asking you men to support your organisations. I do not think, Mr. Chairman, that it will require much speech-making for me to convince the men of Hull that it is their duty to

SUPPORT THEIR ORGANISATIONS.

(Applause.) You know in the bitter past what you have had to suffer through the want of your Unions, and it is only necessary for me to ask you men to consider your position two or three years ago, when you were free labourers, and to ask yourselves the question, how you felt when you were free labourers—how you felt when the employers had the opportunity of dictating to you men their terms and you had no say in the matter? (Applause.) Can you not remember when you had gone down to your docks in Hull, and you thought within yourselves that your labour was worth a certain price, and when you have mentioned it to your fellow worker, asking if he was willing to join you in demanding a better price, what was the reply of your fellow worker? "Ah, I am afraid to do it. If we could get all the men to join in with us we might be able to get an advance. But here we are—if you and me, Bill, were to stick out, why perhaps John Jones or Bill Johnson will go and take our place." On the other hand, you had the employers, no matter whether they were getting good, bad, or indifferent prices for their cargoes or freight—it was not a question with the employers as to how much profit they were making—it was a question at that time with the employers of

SUPPLY AND DEMAND.

If they found a large number of your men out of employment, and they wanted a few hands, if they were making their 60, 70, or 80 per cent., the cry was "It is a question of supply and demand. If you men do not choose to work for 18s. a week we can get plenty more men on the line of the docks who will work for 18s." And it cannot be denied, Mr. Chairman, that some of our employers in Hull have made large sums of money, I heard a short while ago of a certain firm in this town, who divided, if all reports be true, a million of money. Then surely they must have been making very large profits at that time? Did you men get a share of it? (Cries of "No.") You did get a share of it. (Cries of "No.") You did, but it was a very, very small share. (Laughter and applause.) Then that was the position of you men—the dock labourers—under your

"FREE LABOUR TICKET."

There was no Union to coerce you men. You had a perfect right then to sell your labour as you chose to the employer, and did the employer take any interest in your welfare at that time? (Cries of "No.") I never heard of any employer in this port or any other port who went to the trouble to inquire after you men left your work in the evening whether you had any fire to go home to, whether you had any food to eat, whether you had any sick children or a sick wife. (Applause.)

have heard, though, from time to time of people who made large fortunes at your expense on a Christmas time giving a little treat in the shape of a soup kitchen. With reference to our friends the sailors and firemen,

WHAT WAS THEIR POSITION

when the "Free Labour Ticket" was all the go? Because it was all freedom of contract three years ago with them. Then what did we find when shipowners, by their own reports, were making their 20, 30, 40, or 50 per cent.? They were paying their sailors and firemen the miserable pittance of £3 and £3 10s. per month. At that time the sailors were free, but to-day, according to the employers' point of view, the sailors and firemen are not free. But the sailors and firemen, if they are not free, are getting their £4 and £4 10s. per month, and as high as £5. (Cheers.) Then, I say to the shipowners, "if you want us to disband our organisation, sign and seal a contract that you will never attempt to reduce the wages of the men; that you will, whenever trade improves, give them an advance of wages without their asking for it; that you will give them a guarantee that every ship that goes to sea shall be seaworthy—(cheers)—and no danger of the men's lives being sacrificed so that they may get the over-insurance." (Renewed cheers.) If we can get these guarantees binding upon the employers, then we may consider the question of going in for the freedom of labour, but not till then. (Cheers.) Now I want to say a good word for the employers of Hull. They have shown themselves

TO BE MEN AND GENTLEMEN.

(Applause.) I believe, Mr. Chairman, that you have had less disputes in this town than in any other seaport town in this country. (Cheers.) Therefore it speaks something for the employers of this port. But there are

FOREIGN AGITATORS,

and when I say "foreign agitators," I do not mean Germans, nor I do not mean Swedes, but I mean those foreigners who belong to London, who have their headquarters in London. I can now remember, Mr. Chairman, using the same phraseology that was used by the shipowners when we, outside agitators, used to come to Hull to ask you men to combine to protect your rights. Now I want to know why should these agitators in London—the shipowning agitators—try to create a conflict between you men and your employers, when you were working on friendly terms and no dispute between you? Why should these foreign agitators in London, who have their headquarters there, try to make this port the battle-ground, to the disadvantage of you men and the employers? (Cheers.) I say they have no right to do it, and if the employers of Hull are wise—and I believe they are wise—they will tell those foreigners in London, the shipowners, that they had better do their own fighting, because the employers and working men of Hull are quite able to manage their business, and to get on with their workmen without any outside interference from any other people who like fighting, but who do not like to do it themselves. (Cheers.) Then who are the people who want to

FORCE ON THIS CONFLICT

in Hull against the desire of your employers, and against the wish and desire of you men? Who are they? (A voice: "Norwood for one.") Aye, it is true that Mr. Norwood is one, but there is a large number beside that gentlemen—men whose conduct as shipowners will not bear the closest investigation—men that I know who have made fortunes in twelve years; not by honest trade, but by buying ships and over-insuring those ships, and sending those vessels to sea,

HOPING THEY WOULD NEVER RETURN.

Of course, they did not desire to lose the men. They did not desire that any lives should be sacrificed; but I ask those people: Did they ever take the necessary precautions to see that the men's lives should not be lost? (Cheers.) Only this last twelve months, since the Life Saving Appliances Bill came into force, and ship after ship has had the carpenters and joiners and blacksmiths working on board, repairing the boats, and getting the davits in working order, I am prepared to say this, that if you were to ask some of the carpenters and joiners who have had to refit these boats, they would tell you

A SHAMEFUL TALE OF NEGLECT

on the part of the employers in the past, in failing to see that their vessels were in good order. I have known vessels where the davits could not be slewed in three days. They have had to be burned with fires around them before they could get them to turn in the sockets, and many of our ships have

been sent to sea unseaworthy, with davits and boats in this condition. (Shame.) Then I say, am I not justified in telling these people that they have sent their vessels to sea without taking the necessary precautions to see that there was at least a chance left for the men to preserve their lives when the vessel foundered? (Cheers.) Some of these people are the men perhaps of the Federation. I know another man in the Federation who has done even

WORSE THAN THAT.

On a field of battle, if a soldier robs the dead, the penalty is that he shall be shot. Then I say that when a shipowner attempts to rob the dead the penalty for that man ought to be to shoot him. Then I may be asked, because I believe we have a few shipowning friends here to-night, have I any justification for making that statement. Mr. Chairman, unless I had I should not make it. (Cheers.) One shipowner in two years to my knowledge has attempted to rob the dead in the vessels that he lost. One vessel was lost and he tried to rob the widows and orphans of each man out of £15. (Cries of "Name.") But the Union took the matter in hand. (Cheers.) He offered £3 to each of them, but when the Union took the matter up he came up to £5 a-piece, £3 a-piece, £9 a-piece, £10 a-piece, and piece by piece he went up. At last we drew upon the Court-day. Then he said, "Sooner than go into Court over such a paltry sum, I will pay it," and he paid it, with the costs. (Cheers.) Twelve months after that the same man had another vessel that was lost, and we had to go through the same process.

WE HAD TO DRAG THE MONEY OUT OF HIM.

Then I say when a man will be guilty of such a trick as to rob the poor widows and orphans—(a Voice: "He ought to be hung.")—Hung? Why, I would drive that man from one end of the land to the other—(cheers)—for instead of robbing the children and widows he ought to have been the very man to have said, "Well, your husband has been lost; I will help you all I can," and give a little out of the over-insurance that he received in his leaky old tubs. (Loud cheers.) Now then, those are the kind of men who are trying to foment discord between employers and workmen. Why? Why are they trying to do it? They know that as long as ever the Dockers' Union is a force in the land—as long as ever the Sailors' and Firemen's Union is a force in the land—that they will not have the opportunity of robbing the dead in this way. It is not a question of wages, it is the question of

PREVENTING LEGISLATION.

Have they not resisted on every hand the introduction of the passing of the Load-Line Bill? Are they not to-day resisting in every way the passing of the Deck-Loading Bill, when it is a known fact that hundreds of lives are lost annually in consequence of the deck loads that they carry on board their ships. The resolution further asks that you will

SUPPORT YOUR LEADERS.

Yes! Now is the hour and now is the time for you men to show whether you are Trades Unionists or not. On every hand your leaders are being assailed by people in the employ of the capitalist. For over eighteen months now the shipowners have hired men without character to slander and libel me from one end of the land to the other. Not only have they libelled me, but they have libelled every leader connected with Trades Unionism. They have told you men, and they are telling you men every day, that we are a lot of swindlers, robbers, and self-seekers who have not the interest of you men at heart. They try whenever they can to shake the confidence of you men in the leaders of your movements. Why do they do it? They know that once the confidence of you men is shaken in your leaders, then

YOUR UNIONS WILL TOTTER

in their foundations, then your Unions, when you men lose confidence in your leaders, will fall to the ground; and then the employers will have free scope with the Free Labour Unions, and the little money that they have spent in employing men to do this dirty work they will

REAP BACK TENFOLD.

But I can tell the shipowners to-night, and I will tell them from every platform, they can fire off their dirt and filth as much as they like on me. The more they abuse me the better I like it. (Cheers.) Not only that, Mr. Chairman, but the more they hurt that dirt the closer the sailors and firemen stick to me. (Renewed cheers.) When they commence to praise me—when they commence to say that Mr. Wilson is an honest

man, and a nice man, I shall retire quietly into my closet, and there go down on my knees and consult my conscience, to see what I have done wrong to merit their praise. (Laughter and applause.) You cannot please two masters. When you are in the employ of the workmen you have no right to consider the interests of the employer.

YOU MEN PAY THE PIPER,

and you men have the right to choose the tune, and I say to the sailors and firemen to-night, when you hear the shipowners praise Wilson, get his discharge ready and set him about his business; because he can no longer serve you faithfully and serve the shipowners at the same time. (Cheers.) Now, men, as far as

THE FREE LABOUR MOVEMENT IS CONCERNED

in Hull, I believe it is a thing of the past. (Cheers.) The working men of this country are proud of you men in Hull to-day. You have shown that you are a thoroughly united body. The dockers, bargemen, sailors and firemen, trimmers, coal-heavers, and all other industries connected with shipping have

JOINED HANDS IN THIS PORT,

and the result of that combination on your part is that if you only stand close to that combination you will hear very little of the free labour movement in this port. (Cheers.) I do not urge you men to look lightly on this matter. I say it is

YOUR DUTY TO BE READY

at all times. Do not let them steal a march upon you. Keep on your armour, at the same time if you can

BRING ABOUT CONCILIATION

go in for it. I believe in conciliation, and if I do speak strongly at times it is only in answer to the shipowners, who speak very strongly about me, and I wager my life that if they can throw one half brick I will throw 50 for every half one they may throw. (Cheers.) Now I have a few views which I should like to show to-night before the meeting concludes, but the chairman suggests that the resolution should be put first. I give way to the chairman's ruling, but I would like to ask as many as can remain that they will do so until I show these views, as I want to ask you working men of Hull—and I have a right to ask you in the name of the sailors and firemen—when we bring in our Deck Loading Bill, our Manning Scale, our Provision Scale, our Bill for better accommodation on board ship—I want the united voice of the working men of Hull to go forward to tell the members of Parliament of this port that if they will not support this legislation in favour of the sailors and firemen, you will turn them out at the next election. (Cheers.) One word more and I have done. Men, you are now engaged in a great struggle. You are rolling the

BALL OF UNITY

to the top of the hill. (Cheers.) It may be very hard to do it, but if you roll on, put off your coats and roll together, when once that ball is on the summit of the mountain it will go very easily down on the other side, and once you have accomplished that work, then every one of you will be proud of the work you have done, as I feel sure to-night that every docker, every sailor and fireman, feels proud that he was in the affray when it was necessary to defend your rights against oppression and tyranny. (Loud cheers.)

The resolution having been carried unanimously Mr. Wilson then exhibited a series of views by means of the magic lantern, which were of a highly interesting and instructive character, as illustrating pictorially the evils of deck-loading, and the dangers and discomforts of a seafaring life in many of its phases. Mr. Wilson explained the meaning and object of each view as it was presented to the audience.

Mr. Frith: I have much pleasure in moving a vote of thanks to the chairman. I don't think it right to allow the meeting to disperse without a vote of thanks to Mr. Millington. (Cheers.)

Mr. Chappell: I have very great pleasure in seconding the vote of thanks to the chairman. And at the same time I should like to thank him for myself and the Trade Unionists of Goolie, not only for taking the chair to-night but for the services which he has rendered us in Goolie in times gone by. I would like to thank him before all you men, because had it not been for him Trades Unionism in Goolie would not have been so strong as it is to-day. (Applause.) A few weeks ago I saw a note in the Hull News referring to the fact that we are going to run labour candidates for the various public bodies, and they said they could not make out how we were going to do it. I will tell you how we are going to do it. We

are going to do it because we have three-fifths of the voting power, and every man is going to plump for the Trades Unionist candidates, and going to return them. (Applause.) We have to thank Mr. Millington for this. Mr. Millington was the man who came down to Goolse and assisted me and others in forming the Trades and Labour Council, and had we not had that Trades and Labour Council in Goolse we might have had the Shipping Federation before now. Thank God they are not there, and we do not intend them to come there. (Applause.)

The motion was carried unanimously.

The Chairman thanked the meeting for their vote of thanks and the proceedings closed.

DEMONSTRATION AT CARDIFF.

SPEECHES BY MR. J. H. WILSON
AND MR. FITZGERALD.

A largely-attended meeting of the members of the National Amalgamated Sailors' and Firemen's Union was held in the Queen-street Hall, Cardiff, on Monday evening, when the chair was occupied by Councillor John Jenkins. There were present a number of members of the Executive of the International Amalgamated Seamen's and Firemen's Union. Among those on the platform were—Mr. J. H. Wilson, general secretary; Mr. J. Fitzgerald, from the Australian Seamen's Union; Mr. Samuel Beag, Hull (representing the Humber district); Mr. Michael Green, Duncalk district; Mr. William Gammon, London; Mr. A. Douglas, Belfast; Mr. T. J. Dansey, secretary of the Bristol Branch; Mr. T. J. Wingfield, general secretary of the National Riggers' Union; Mr. F. Wilson, assistant secretary Cardiff Union; Mr. Clarke and Mr. Whitehead, London district; Mr. J. Harris, secretary of the Barry Branch; Mr. J. J. Robinson, chairman of the Executive Council; Mr. A. Howells, Cardiff; Mr. C. W. Arnold, King's Lynn; Mr. James McQuillan, Glasgow; Mr. W. Gibbs, Newport; Mr. Alex. McDonald, North-East Scotland; Mr. J. McArthur, West Scotland; Mr. William Airson, Sunderland; Mr. J. Stanley, Bristol; Mr. Henry Stading, Mr. Robert Holdforth, South Shields; Mr. James Skinner, Leith; Mr. Taunton, Liverpool district. There were also present Mr. J. Gardner, local secretary; Mr. J. H. Jones, solicitor to the Cardiff Branch; Mr. F. W. Evans; Dr. De Vere Hunt, medical officer to the local Branch; and others.

The chairman, in opening the meeting, said the members of the Executive were there that evening to lift up their voices against the cry for free labour, which sought to annihilate Trades Unionism. He would appeal to those present to determine whether they ever were free before they were united in their ranks and formed a Trades Union. (No, no.) They knew what the life of the sailor was before then.

"A DOG'S LIFE."

If there were any shipowners who wished to have themselves regarded as philanthropists, and to make friends of the seamen, there was ample work for them to do in providing for the widows and orphans of sailors.

Mr. Fitzgerald, who, on rising, was received with three hearty cheers, said there had been great misrepresentations respecting the strike at the Antipodes. Those misrepresentations emanated from the capitalist press. He had found that this conspiracy of misrepresentation against Trades Unionism existed in England, as was evidenced by recent statements regarding the Scotch strike. The

AUSTRALIAN STRIKE

originated in the resolve of the marine officers on the coasting steamships, after many attempts to obtain justice from the owners, to form a Trades Union. Their hours were long, their conditions bad, their responsibility heavy, and their salaries small. The lamp-trimmer on the coasting steamer got as much wages as the marine officer on that steamer. All classes of labour connected with the wharves and docks decided to throw in their lot with the officers. Thereupon the shipowners formed a Federation, and used that combination to crush out the labour movement. They called upon the other employers throughout Australia to help them, and very much to their surprise the employers did so. An association was formed in every colony, with the central combination in New South Wales. The fight then became an organised one, the united labour of the Continent against the

COMBINED CAPITAL

of the Continent. The men's resources were not great, and they had to depend for aid upon coalminers of Newcastle and the silverminers of Broken

Hill. The employers brought pressure to bear on the owners of the mines, who, in a frivolous pretence, locked the miners out. The effect was that the supplies were not only cut off, but the demands upon the resources of labour were doubled, because the dock and wharf men were obliged to support the miners who had been faithful in the struggle until the lock-out occurred. They had thus to give strike pay to 4,000 men in Newcastle. At Broken Hill 5,000 men were locked out on the plea that sufficient timber was not to be obtained for use in the mine. At that time cablegrams were being received in England stating that coast traffic had been resumed when 73,000 tons of shipping were tied up in the various Australian harbours. This was merely a capitalist move to stop supplies from England. When the men's Union was in urgent need of aid the

ENGLISH WORKMEN

came nobly forward and sent funds to Australia, for which he (the speaker) was present that evening to thank them. An attempt was made on the part of the authorities to create disorder, and troops, furnished with Nordenfolt guns, were kept in readiness near the men's place of meeting, while magistrates in Melbourne and Sydney were kept on the spot, each provided with a card bearing on one side the Riot Act, and on the other the instruction:—"You are authorised to fire on the mob." A certain Col. Tom Price made himself prominent by directing his men, in case of disturbance, to "fire low, and stretch the strikers out." This action on his part formed the subject of debate in the Colonial legislatures, and a vote of want of confidence in Gillie's Government, which had been in power for seven years, was carried, the result being that the Opposition came into power. (Cheers.) This convinced him that the most powerful weapon that they would exercise in the future—even more powerful than that of the strike—was the weapon of

POLITICAL ACTION.

(Cheers.) Mr. J. H. Wilson, who was received with three times three, said he believed he stood higher in the esteem of the Union now than he did twelve months ago. (Applause.) He did not think he need complain with what the shipowners had done in employing skullduggs, scabs, thieves, prigs, swindlers, forgers, blacklegs, and liars. (Loud applause.) He was pleased that the shipowners had gone to the expense (some £2,000) of trying to

LIBEL AND SLANDER

him, as it convinced him that he was pinching them rather hard, and that they were desirous of getting rid of him in the hope of destroying the National Union. (Applause.) When the shipowners employed men to say that Mr. Wilson was a decent and honest fellow he would retire into some dark closet, and consult his conscience to see what he had done wrong to merit their praise. (Applause.) But the men paid the piper and they had the right to name the tune, and he would play a pretty lively one. He would never retire from the leadership because the owners thought he was a fraud and a thief; he would hang on more tenaciously than ever to the situation. The only thing that would make him retire was his seeing that the members had lost confidence in him. It would not then be necessary to drive him out; he would retire quietly to the ranks and work there. The Owners' Federation in Cardiff

WAS BURIED.

and its carcass was rotting in the grave, and the same might be said of the Bristol Channel ports generally. If the sailors and firemen elsewhere would do as those on this Channel had done, it would be an easy task to sink the Federation throughout the country. (Applause.) The speaker referred to the need for legislation to prevent overloading, to improve sailors' food, to improve the accommodation on board ship, and to establish an eight hours' system. (Loud cheers.)

Mr. Fred W. Evans proposed a vote of thanks to Mr. Fitzgerald for his address.

Mr. Wilson seconded, and the proposition was carried amid great enthusiasm.

A vote of thanks having been passed to the chairman, the proceedings terminated.

Prior to the meeting the members of the Executive Committee, accompanied by Mr. John Gardner (district secretary), Mr. J. P. Jones (architect), and Mr. Wilson (general secretary), visited the premises now in the occupation of the Pelican Club, and inspected them with a view to purchase. A general opinion of the suitability of the whole block—which extends from Custom House-street to the railway bridge—for conversion into a Sailors' Home was expressed, but no definite decision was arrived at.

BLACKLEGS & THEIR BEER.

STARTLING REVELATIONS.

"PETTY MEANNESS."

SHIPOWNERS' FEDERATION EXPOSED

BY ONE OF ITS OFFICERS.

Mr. Armit, formerly an officer in the Royal Navy, writes to the *Daily Chronicle* that he has resigned the post of labour master to the Shipowners' Federation, and sends for publication the following copy of a letter by him to that Federation:—

The General Labour Union, West Ham Branch,
4, Liverpool-road, Barking-road, E.

Jan. 7.

Sir,—My authority at the Albert Docks having been openly defied by the manager of the Galleons Hotel, on the grounds that he had your Mr. John Duthie's orders not to take instructions from me, I wrote you yesterday requesting that your Mr. John Duthie should accompany me to the Galleons to inquire into and set right this matter. In consequence of Mr. John Duthie refusing to accede to my request I tendered my resignation, and on learning that your Captain Darke had appointed Mr. John Wall to relieve me in the command of the steamship *Scotland* and the 225 men on board, I removed my effects and returned to town. I now beg to hand you this supplementary letter to make the matter in dispute between us clear to yourselves and the public, as it is my intention to read this letter to the Press.

You requested me three months ago, as organising secretary of the General Labour Union, to become your labour master, and organise your general labourers, etc.

On Dec. 13, 1890, you requested me to meet a party of general labourers at Woolwich, and convey them in a tug ordered to meet me there, but which tug never turned up, to the Royal Albert Docks, where I was to berth the men, with Mr. J. W. Dennis as their leading foreman, on board the Shaw, Savill & Albion liner *Arana* and the British India liner *Goorkha*. The terms on which the men were engaged were, you informed me, the same as those upon which they agreed to serve Mr. Blackmore, of the South Metropolitan Gas Works, during the last strike at those works.

Those terms were—30s. a week wages clear money, full board and lodging, a quart of ale per man per diem, and extra beer was allowed at times, as deemed necessary. You left it to my experience, judgment, and discretion to see these terms properly carried out.

On Mr. Wood, the chief purser of the Shaw, Savill & Albion Line, being informed of these terms, he told me he had made no provision to supply the men with beer. The only place it could be obtained in the neighbourhood was the Galleons Hotel. The men demanded their allowance of beer, and it had to be procured. Arrangements had to be made to keep up a regular supply for the 70 men then on our books. I, therefore, directed that the beer should, as and when required, be requisitioned by the officer in charge of the ship and chief steward, from the manager of the hotel, at wholesale prices; and I further informed the said manager that should anyone ask him for commission, or should he give any commission to anyone, I should cease dealing with him and report the fact to the Shipping Federation, as I considered that if he could afford to give a commission to a subordinate he should instead charge his principals less money for the commodities supplied them.

It appears that this arrangement did not please someone in your office. The quart of beer the men had been promised was, without my knowledge, reduced to one pint, and to prevent my carrying out the contract entered into with the men a written order was handed by your Mr. Duthie to the manager of the Galleons Hotel, directing him in future not to supply any goods whatever to the steamship *Scotland* (to which ship the men had been removed) except on the written order of the paymaster of that ship, countersigned by Mr. Duthie.

This led the manager of the Galleons to openly insult me before strangers in his coffee-room on Monday last, on my requesting him to be good enough to supply me with the account for the supplies to the *Arana* separate from the account for my board and lodging. He flatly refused to do so, on the ground that he had orders from your Mr. Duthie "to pay no attention whatever to anything I said," or words to that effect.

I requested you in writing yesterday to let Mr. Duthie proceed with me to the Galleons Hotel

to set this matter right, but Mr. Duthie flatly refused to do this. I therefore resigned my position as your labour master. You will, of course, understand that the men engaged through Mr. Blackmore and those engaged by me are entitled to beer money at the rate of one pint a day for every day they have not received their full allowance of one quart. They are also entitled to their railroad fare from Lydd as agreed. This has also been withheld from them.

It is, Sir, through such petty meanness as this that employers create discontent among their workmen. During the time I have had charge of the men coaling the "bleeked ships" at the Albert Docks, I have maintained strict discipline among them, but I have also endeavoured to see justice done to every man in the matter of pay and rations, as it is only by so doing that men can be made happy and contented and got to perform their work willingly, and thus do justice to their employers. During the very severe weather immediately preceding Christmas, when the men were working night and day through rain, fog, snow, and frost, I served out one half-gill of rum per man at midnight. Your Federation has severely criticised my conduct in so doing, as also serving out dry clothing to those men who were wet through for two days and had no change of clothing. This change of clothing was ordered for me, at my request, by the marine superintendent of the Shaw, Savill & Albion Company, as being a stranger I knew not where to get them. Each complete change of clothing, viz., flannel shirt, drawers, socks, trousers, and coat, was supplied at 14s. per complete suit. The men had no money at the time. The circumstances under which they were working were exceptional, and the measures necessary to meet their wants must of necessity also be exceptional.

I do not know whether the Federation has reduced the allowance of beer by one-half and stopped the railway fare due to the men, to recoup itself the cost of the clothing; but if it has done so the stoppage is illegal.

I have already given my reasons for serving out the clothing, viz., that I did not consider myself justified in working men wearing clothes dripping wet, nor in allowing them to sleep in those clothes longer than they had when the facts came to my knowledge. To have referred to the Federation would have meant a week's delay and more. I therefore acted. I do not pretend to teach the gentlemen of the Shipping Federation their business; but I may be allowed to point out that any breach of faith with the men in their employ will not only most assuredly be made the most of by opposing Trade Unions, but will certainly be resented by the Executive of the General Labour Union, of which all your men are members.

I am, Sir, your obedient servant,
ROBERT H. ARMIT,
Organising Secretary General Labour Union.
To the Manager, the Shipping Federation,
101, Leadenhall-street, London, E.C.

WITHOUT LIGHTS.—At Hull Police Court on Jan. 2, before Mr. E. C. Twiss, stipendiary magistrate, Walter Richardson, master of the sloop *New Eagle*, appeared in answer to a summons charging him with having failed to show lights on his sloop on Dec. 10 last. Defendant made a statement to the effect that he had on y one light on board, and it was no use showing one. Mr. Twiss said it was a most grave offence, and inflicted a fine of £10 and costs, or in default two months' imprisonment.

LIGHTING OF SOUTH AFRICAN COAST.—The report of the Cape Lighthouses Commission has been published. The Commission considers that single lights on the coast are dangerous, and that coloured lights should be avoided as leading lights, which should be the most powerful procurable, and should be visible at a distance of not less than 17 miles, and that all the principal lights should be flashing. The Commission also recommends the erection of a lighthouse on Dassen Island, which would give an altitude to the focal plane of light of about 150 feet above the sea level.

A FALSE STATEMENT.—At Newport, William Ward, able seaman, Londonderry, was charged with making a false answer at the shipping office as to the name of his last ship. Prisoner, on the 19th ult., signed articles to go a voyage in the *Ardanigh* from Glasgow to Guadeloupe, via Newport, but deserted on Christmas Day at Newport. On the 29th he wished to ship in the *Maud*, of Hartlepool, for a voyage to Las Palmas, declaring that his last ship was the *Ramendranger*, but the shipping office, memory, in the shape of the deserters' list, proved too much, and prisoner now pleaded guilty. He had no objection to the *Ardanigh*, prisoner told the magistrates, but he got a little drink ashore on Christmas night and did not like to go back. The Bench adjudged Ward to pay 20s., or the alternative of imprisonment.

IN THE DOG WATCH.

"So far as we know no one has ever alleged that Mr. Wilson appropriated a penny of the Union funds to his own use." So says the *Shipping Gazette* in its leading article on Jan. 5. We may have more to say on this another time. Meanwhile we would refer our readers to the communication from the chartered accountant (which appears on page 13), and the letters from Messrs. Maxwell and Brown on page 14.

That organ of the shipowners, the *Shipping Gazette*, is sorely grieved because it cannot make mischief between us and the Sailors' and Firemen's Union, and mournfully remarks that "the Sailors' and Firemen's Union is taking credit to itself for the excellent moral teaching of its official organ, SEAFARING."

This must be all the more harrowing to the *Shipping Gazette*, seeing that nobody appears to take any credit for its "excellent moral teaching"—because there is none to take.

The lively diversions of the Kilkenny cats appear to have aroused the emulation of the shipowning fraternity. After all their talk over the Shipping Federation, they cannot agree as to the object of that precious happy family.

Here, for instance, is what the chief organ of the shipowners, the *Shipping Gazette*, says in its leading article of Monday, Dec. 22:—

"For our part, we cannot understand why any member of the Shipping Federation should hesitate about effectually defeating the Sailors' Union now that there is the chance. For months past it has been common ground among shipowners that the growing power of the Union must be checked, and the Federation was formed expressly in order to achieve that end."

On the other hand, in the *Shipping Gazette* of January 7 we read that "Mr. G. A. Laws, general manager and secretary of the Shipping Federation, visited Hull yesterday, and addressed a meeting of the local branch, held under the presidency of Mr. A. Wilson, one of the owners of the Wilson Line. Mr. Laws stated emphatically that it was no part of the work of the Federation to smash up the men's Unions, or to depress wages. The main object of the Federation was to uphold for shipowner, as for everyone else, the liberty of contract and the right to conduct his business in his own way. There were several Seamen's Unions that were supported by the Federation."

It will thus be seen that the *Shipping Gazette* gives one account of the objects of the Federation, while its general manager and secretary gives another; and we must say that the former appears to be the more accurate. It would be interesting to learn the names of the "Seamen's Unions" supported by the Federation.

Nor is this all. Lieutenant or Captain Armit, late of the Royal Navy, has resigned his post under the Federation, for reasons stated in a letter which we print elsewhere, which communication reflects anything but credit on the Federation, whose "petty meanness" he complains of. That communication also serves to show that it is chiefly by liquor that the blacklegs are kept together.

From the communication which we publish on another page, it will be seen that Mr. Plimmsoll, the honoured president of the Seamen's Union, is doing magnificent work in America, where public opinion and common sense are on his side. Truly seafaring men should be thankful to have such a champion.

Which of the Shipowners' Unions have so true, tried, and self-sacrificing a friend to seamen—working for seamen as he is doing? Not one. Moreover, Mr. Plimmsoll will have nothing to do with such Unions.

This week we have to record several cases of seafaring men, including more than one officer, getting into trouble through excessive drinking. The painful duty of recording such cases is only too frequent, and it is to be hoped that a perusal of them will help both officers and men to see the disastrous consequences of intemperance. Men who cannot take intoxicating liquor in moderation ought to take none at all. That is their only safety. Such is the advice of the principal medical authorities on the subject, as well as of all sensible people.

The shipowners do not seem to treat their journalists any more liberally than they do their other employees. Witness the following extract from a Liverpool shipowners' paper:—

A grand concert is to be held on the 23rd instant, at the Rotunda Lecture Hall, on behalf of the family of the late Mr. Richard Holland, formerly local representative of the *London Shipping Gazette*. We regret to hear that Mr. Holland has left a wife and young family totally unprovided for, and we hope this effort in their behalf will be eminently successful. The late gentleman was well known in both musical and literary circles, and was one of a most genial disposition; and although but recently appointed to the position in this city, he had made a host of friends. We hope, therefore, that all will endeavour to make this a most successful entertainment.

We hope so too, although Mr. Holland was an utter stranger to us, but we cannot help expressing regret that the wealthy shipowners, whom he served, should be so stingy as to render such a method of raising funds necessary.

MR. HENRY GOURLAY, formerly a member of the firm of Gourlay Brothers, shipbuilders, on the Tay, who is severing his connection with Dundee, has just funded £1,200, the interest of which is to be used by the workmen in the Dundee Foundry and the Camperdown Shipbuilding Yard in augmentation of subscriptions they may raise on behalf of necessitous cases among their fellow employees.

DAMAGE TO FISHING GEAR.—A special sitting of the Yarmouth County Court was held last week to hear a shipping case, the plaintiffs being Messrs. Hewett & Co., owners of the trawling smack *Don*, and the defendant, Mr. Willett, owner of the smack *Barking*. The claim was for damage done to the *Don's* fishing gear by the *Barking*, which, it was alleged, fouled her gear while she was fast. The Court gave judgment for the defendant, considering that the *Don* was solely to blame.

FATAL ACCIDENT.—A fatal accident occurred in Plymouth Harbour on Saturday while a party of Devonport Dockyard and Great Western Dockyard labourers, employed on a Government mooring lighter, were attending the moorings of a buoy off the entrance to the Great Western Docks. A large mooring stone over eight tons in weight had been hoisted nearly up to the surface, when the tackle suddenly gave way and the stone sank. The hawser ran out with tremendous velocity and caught a dockyard labourer named John Rollings round one of his legs, which was torn off. He was taken to the Royal Naval Hospital, but died shortly afterwards.

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SAMUEL PLIMSOLL, Esq.

General Secretary: J. Havelock Wilson.
Central Office: 19, Buckingham-street, Strand,
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- To provide for the safety of Ship's Work;
- To provide a good Class of Men, who shall be on board at the appointed time, and in a sober condition, ready for work;
- To provide assistance in case of Illness, Accident, and Shipwreck; and
- To provide Legal Assistance for all Claims and defences.

Full particulars may be had of any of the Secretaries, whose names and addresses are:—

AARHUS.—F. T. Lehmann, Norregade No. 21.
ABERDEEN.—Jas. C. Thompson, 49, Marischal-street, secretary; J. S. Watt, Esq., advocate, 7, King street, law agent. Meeting, in the Offices, 49, Marischal-street—contributions, 7 p.m.; business, 8 p.m., every Monday evening.
AMBLE.—G. H. Guthrie, 27, Broomhall-street, via Acklington.
ANTWERP.—
ARBOATH.—J. Wood, 17, Ferry-street, Montrose.
ARROSSAN.—W. Galbraith, 59, Glasgow-street.
ARLOW.—P. Bolger, Main-street.
BARROW-IN-FURNESS.—E. Clayton, 21, Hindpool-road. Meeting, Monday evening, 7 p.m., at office.
BARRY DOCK.—J. Harrison, 34, Sydenham-street, near Shipping Office, Barry Dock, secretary; J. H. Jones, Esq., St. Mary-street, Cardiff, solicitor; Dr. Gore, medical officer, High-street, Barry; R. R. Golden, Station-road, Barry Dock, delegate. Meeting, Thursday evening, 7.30, at the Barry Hotel, near Barry Railway Station.
BELFAST.—R. Price, 41, Queen-square.
BIRKENHEAD.—Alexander Shepherd, 12, Taylor-st. Meeting, every Wednesday evening at 7.30 p.m.
BLUTH.—James Heatley, 9, Market-street. Meeting, Tuesday evening, 7 o'clock, at Mr. Thompson's Cocoa Rooms, Waterloo, Blyth.
BO'NESS.—F. F. Gant, Pierhead. Office hours, 9 a.m. to 5 p.m.
BOSTON.—Mr. Symonds, Castle Tavern Church-street, agent; W. Bennett, 14, South-street, King's Lynn, secretary.
BRISTOL.—T. J. Dancy, 41, Prince-street, Queen's-square, secretary; Captain Geo. Cawley, president; Dr. Walker, 115, New Cut, medical officer; Mr. ——— solicitor; Captain Langdon, 69, Queen-square, treasurer; C. Jarman, delegate. Meetings, every Monday evening, 7.30, at The Ship, Redcliff Hill.
BURNISLAND.—Jas. Moody, 12, Somerville-street, secretary, who is to be found at the office till 9.30 p.m. any night; Alexander Mackintosh, Esq., 41, High-street, law agent. Meeting, every Monday evening at 7 p.m.
CALCUTTA.—70, Bentinck-street.
CARDIFF.—John Gardner, Sailors' Union Institute, West Bute-street, secretary Dr. De Vere Hunt, Westbourne-crescent, Canton Bridge, near Bute Castle, medical officer; Joseph Henry Jones, Esq., St. Mary-st., solicitor. Dr. Hunt attends at above Institute daily at noon.
COPENHAGEN.—Victor Backe, secretary, Scandinavian Department Office, Ostergade 32 Thalia; postal address, 10, Classensgade, Copenhagen; telegraph address, "Victor, Copenhagen." Meeting, Wednesday evening.
CORK.—Michael Austin, 6, Patrick-street.
DOVER.—Albert Martin, 13, Commercial Quay, Charlton, sec. Meeting, 13, Commercial Quay.
DROGHEDA.—Thos. McKevitt, Quay-st., Dundalk, secretary. Agent in Drogheda, John Castell, 123, Chord-road, Drogheda.
DUBLIN.—M. Bolger, 87, Marlboro'-street, Meeting, Friday evening, 7.30 p.m., at 87, Marlboro'-st.
DUMBATON.—J. McNea, Kirk-street, agent.
DUNDEE.—C. W. Millar, Mariners' Hall, 48, Candle-lane, sec.; Messrs Cowan & Dunbar, 8, Reform-st., Dundee, solicitors. Meeting, Monday, 7.30.

DUNDALK.—Thos. McKevitt, Quay-street, secretary.
DUNBAR.—P. Power, 5, St. Mary-street.
FLEETWOOD.—J. Davidson, Sailors' and Firemen's Union, corner of Dock and Albert-streets, secretary; F. Addie, Esq., solicitor. Meeting, Monday evening, 7 p.m.
GRAVESEND.—John Degnin, secretary, Plimsoll House, The Terrace, Gravesend. Meetings, Monday, 7.30 p.m., at same address.
GLASGOW.—J. D. Boyd, 13, James Watt-street, secretary; R. A. Rennie, Esq., 146, West Regent-street, law agent. Meeting, Thursday evening, 7.30 p.m., at 102, Maxwell-street. Telephone 3184.
GOOLE.—W. R. Chappell, 24, Booth Ferry-rd., Goole, sec.; R. W. E. Whitehead, Esq., Bowlalley-lane, Hull, solicitor. Meetings, Tuesday and Friday evenings, 7.30 p.m.
GRANGEMOUTH.—Edwin Cowie, Seamen's Union 6, South Charlotte-street, secretary. Office hours, 9 a.m. to 5 p.m. (Saturdays, 9 a.m. to 1 p.m.) Wm. M. Anderson, Esq., Grange-street, solicitor. Meeting, Monday evening, at 7 p.m., at office.
GRAYS.—Wm. Wall 18, Charles-street. Meeting every Wednesday 7 p.m., at the Queen's Hotel, High-street. Mr. James Longman, president.
GREAT GRIMSBY.—Wm. Young, Unity House, 1, Kent-st., secretary; Geo. Ide, outside delegate; R. W. E. Whitehead, Esq., Bowlalley-lane, Hull, solicitor. Meetings, Monday and Friday, at 7 p.m.
GREAT YARMOUTH.—Charles Albrough, 121, High-street, Gorleston. Meetings at 7, Friars-lane, every alternate Monday evening, and at 121, High-st., Gorleston, every alternate Monday.
GREENOCK.—G. McNaught, 16, East India Breast.
HAMBURG.—
HARWICH.—George Stewart, sec., Ship Inn, King's Quay-st. Meeting, Friday, 7 p.m.
HULL.—J. Hill, Unity Hall, and 11, Posterngate, sec.; T. Carr and A. Clark, outside delegates; R. W. E. Whitehead, Esq., Bowlalley-lane, solicitor; Rev. W. R. Welch, hon. chaplain. Meeting nights, Tuesday and Friday, at 7.30, in Unity Hall. Office, 11, Posterngate. Fishermen's Section, 65, West Dock-avenue; J. Lee, secretary. Meeting, Monday, 2.30 p.m.
KING'S LYNN.—Wm. Bennett, Seamen's Union Offices, St. Ann-street, secretary. Meeting Friday evening, 8 p.m., at Royal Standard, County Court-road.
LEITH.—Robert Smith, Seamen's Union Offices, 15, Commercial-street (opposite Shipping Office), secretary; W. J. Haig Scott, Esq., S.S.O., Constitution-street, Leith, solicitor; Gilbert Archer, Esq., J.P., treasurer; Mr. James Brown, outside delegate. Meetings held on Tuesday evenings, at 7.30 p.m., in Lifeboat Hall, Blackburn-buildings, Tolbooth Wynd, Leith. Telephone No. 355.
LIVERPOOL (Branch No. 1).—S. G. Brown, Malakoff Hall, Cleveland-square, sec.; George Garrett and W. H. Noble, outside delegates; W. Atcheley Tetlow, Esq., 8, Westminster-chambers, Liverpool, solicitor. Meeting, Monday evening, 7.30, in Malakoff Hall.
LIVERPOOL (Branch No. 2).—T. Connarty, 133, Derby-road, Bootle, secretary; W. A. Tetlow, Esq., 8, Westminster-chambers, Liverpool, solicitor.
LIVERPOOL (Branch No. 3).—J. Conway, 19, Stanhope-street, South Docks.
LIVERPOOL (Branch No. 4).—P. Marmion, secretary, 12, Boundary-street, North End, close to Shipping Office. Meeting, Wednesday, 7.30.
LONDON (Rotherhithe and Deptford Branch).—C. Wykes, 2, Chichester Villas, Lower-road, Deptford, secretary. Meeting, Monday evening, 7.30 p.m., at Chichester Tavern. Office hours, 10 a.m. to 6.30 p.m., and every Thursday till 7.30 p.m. E. Matthews, outside delegate. T. Watson Brown, Esq., B.A., LL.B., 20, East India-road, solicitor.
LONDON (Tidal Basin).—G. Pirrett, opposite Shipping Office, Tidal Basin, E. Meeting, Friday evening, 8 o'clock. Dr. Moir, 168, Victoria Dock-road, medical officer. Telephone No. 5214. T. Watson Brown, Esq., B.A., LL.B., 20, East India-road, solicitor.
LONDON (Tower Hill).—J. Wildgoose, secretary, 17, King-st. (over Lockhart's Cocoa Rooms). Meeting every Tuesday evening, in the office, at 8. T. Watson Brown, Esq., B.A., LL.B., 20, East India-road, solicitor.
LONDON (Green's Home Branch).—A. Mercer, 5, Jeremiah-street, East India-road, E., secretary; Dr. Hope, medical officer; T. Watson Brown, Esq., B.A., LL.B., 20, East India-road, solicitor. Meeting, Thursday evening, 8 p.m., at Wade's Arms, Poplar. Telephone No. 5218.
LONDON (Tug-Foot Branch).—G. Donaldson, 10, Cold Harbour, Blackwall, secretary. Office hours, 9 a.m. till 4 p.m., and 7 p.m. till 9 p.m.

LONDON DERRY.—A. O'Hea, 27, William-street.
LOWESTOFT.—J. Linder, assistant sec., 4, St. George's terrace, Lorne Park-road, North Lowestoft.
MALMO.—Axel Danielson, Nörrögatan No. 33.
MARYPORT.—J. Smith Elliott-yard, Senhouse-street, secretary, resides on the premises where he can be seen at any time. Meeting Monday evening 7 p.m.
METHIL.—Wm. Walker, Commercial-street.
MIDDLESBRO.—George Cathey, Robinson's Market Hotel, Market-place, secretary; Dr. Ellerton, 38, Gosford-street, medical officer; J. J. Bentham, Esq., 68, John-st., Sunderland, solicitor; William Jackson, outside delegate. General meeting, Monday, 7 p.m., at Robinson's Market Hotel committee meeting, Thursday evening, at 7 p.m. Telephone No. 5127.
MONTROSE.—John Wood, 17, Ferry-street. Meeting, Monday evening, 7.30, at office.
NEWCASTLE-ON-TYNE.—John Mansell, 5, Broad Chare, Quay-side; H. W. Newton, Esq., 2, Elliason-place, medical officer; R. Jacks, Esq., King-street, South Shields, solicitor; Meetings, Mondays and Fridays, at Lockhart's Cocoa Rooms, Side, 7 p.m.
NEWPORT (Mon.).—F. Gilman, 31, Ruperra-street, secretary; Dr. Pratt, Ruperra-street, medical officer; Digby Powell, Esq., Dock-street, solicitor; Mr. G. Campbell, outside delegate. Meeting, Thursday evening, 7.30, at Trademen's Hall, Hill-street.
NEWRY.—D. Lennon, agent, Dublin-road. T. McKevitt, Quay-street, Dundalk, secretary.
PETERHEAD.—T. D. Rennie, 66, Queen-street, sec. Office hours, 8 a.m. to 8 p.m. Wednesdays 8 a.m. to 2 p.m. Saturdays urgent business only. Meeting, 50, Broad-st., first Tuesday in month at 8.
PENARTH.—J. Harrison, 34, Sydenham-street, near Shipping Office, Barry Dock, secretary; J. Cox, 26, Clive-crescent, Cogon, Penarth, delegate; J. H. Jones, Esq., St. Mary-street, Cardiff, solicitor; Dr. De Vere Hunt, medical officer, Westbourne-crescent, Canton Bridge, Cardiff, attends daily at the Union Offices, Cardiff, at noon, for Penarth members. Meeting, Thursday evening, 7.30 p.m., at Barry Hotel, Barry, opposite Barry Railway Station.
PLYMOUTH.—D. J. Evans, N. S. & F. U. Office, Forester's Hall, Nott-st., sec.; F. Cecil Lane, Esq., 1, George-st., Plymouth, solicitor. Meetings, Tuesday evening, 7 p.m., at the office.
PORT GLASGOW.—G. McNaught, 16, East India Breast, Greenock.
PORTSMOUTH.—W. Thorburn, 38, St. John's-road, Threatham.
ROTTERDAM (Holland).—J. R. de Vries, secretary, Office, Wester Kade, No. 2, near Sailors' Home and Shipping Office.
RUNCORN.—T. H. Thompson, Waterloo Hotel, Top Locks, agent.
SEAHAM HARBOUR.—Richard Raine, Duke of Wellington Hotel, Railway-street, South.
SWARFNESS.—
SHIELDS (South).—D. Clement, Seamen's National Union Hall, Coronation-street, secretary; G. Cowie, assistant secretary; Dr. Robson, medical officer, 1, Regent-street; solicitor, R. Jacks, Esq., 72, King-street. Meeting nights, Monday at 7 p.m.; committee meeting, Friday night, at 7 p.m. Sub-Branch—J. Longin, river secretary Redhead's-buildings, Corstorphine Town, near Tyne Docks entrance. Office hours, 9 till 4.
SHIELDS (North).—W. Brown, 8, New Quay, secretary; Dr. Robson, medical officer; R. Jacks, Esq., solicitor. Meeting, Monday, 6.30 p.m.
SOUTHAMPTON.—T. Chivers, Old Skating Rink, Ball-st., secretary; Lieut. Tankerville Chamberlayne, R.N.R., Weston-grove, president. Meeting, Tuesday evening, 8 p.m.
STOCKTON-ON-TEES.—E. Page, sec.; John Hodgson, Palatine Hotel, treasurer. Meeting, Monday evening, at 7 p.m., in the Palatine Hotel.
SUNDERLAND.—W. Lonsdale, secretary, Prospect-row, near Shipping Office. J. Henderson, outside delegate. Meeting, Monday evening, 7 p.m., at Lockhart's Cocoa Rooms, High-street West. Dr. Wood, 32, Frederick-street, and Dr. Burns, Holy-terrace, medical officers; J. J. Bentham, Esq., 68, John-street, solicitor.
SWANSEA.—R. Thomas, Colosseum Hotel, Wind-st.
WALLSEND.—Septimus Johnson, 17, Third-street, Palmer's Buildings.
WATERFORD.—J. Aytton, 82, Quay.
WEST HARTLEPOOL.—J. Leahy, Russell's Buildings. Meeting, Friday evening, at 7 p.m., at office.
WEXFORD.—P. O. Dwyer, Main-street.
WHITBY.—Paul Stamp, agent, Fleece Inn.
WHITSTABLE.—J. Donovan, Harbour-street, secretary; J. Tookey, Faversham, agent.
WHITEHAVEN.—
WORKINGTON.—John Smith, Maryport.
YOUTHALL.—J. Collins, Braun-street.

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BE RECOGNISED AS A PAYMENT TO THIS
UNION.

Signed on behalf of the Executive Committee,

J. H. WILSON,

General Secretary.

TUG BOAT BRANCH.

Tug Boat Men desirous of protecting
their interests and improving their con-
dition should at once join the above,
while the entrance fee is low. They can
be enrolled at any of the London Branch
Offices of the Sailors' and Firemen's
Union (mentioned on page 8 of SEA-
FARING), or at "Captain Man o' War,"
High Street, Poplar, any evening
from 8 to 10 p.m. The weekly meeting
of the Tug Boat Men is held at the
"Captain Man o' War," High Street,
Poplar, every Monday evening, and
every Friday evening at "Old Amer-
starm," Gravesend. Office hours 9 a.m.
till 4 p.m., and 7 p.m. till 9 p.m.

SHIP WANTED. — Bonus 10s. for obtaining be-
th for advertiser as O.S. or Assistant Steward.
Two V.G. discharges — Address, J. D., 42, Park-st.,
Stoke Newington, London.

SAILORS' AND FIREMEN'S UNION NOTICES.

LEVIES.

TO BRANCH SECRETARIES.

The following Branches have unanimously re-
solved to make a levy of 10s. upon each member
for a special fund for strike purposes, whereby
each member who so contributes will be entitled
to 8s. per week in addition to the strike pay
sanctioned by the rules. Branch secretaries are
therefore requested to at once collect the levy from
all members of Branches which have passed the
resolution in favour of the same:—

Aberdeen	King's Lynn
Arbroath	Liverpool
Barrow-in-Furness	Londonderry
Barry	Middlesbro'
Birkenhead	Montrose
Blyth	Newcastle-on-Tyne
Bootle	Newport
Bristol	Newry
Cardiff	Peterhead
Deptford & Rotherhithe	Plymouth
Drogheda	Seaham Harbour
Dublin	Shields (North)
Dundalk	Shields (South)
Dundee	Stockton
Goolie	Sunderland
Grangemouth	Swansea
Grimaby	West Hartlepool
Hull	Whitby

Levies from non-local members should be
specially marked on the non-local receipts, and
remitted each week with non-local moneys. Levies
collected from local members should also be re-
mitted to Head Office each week, and entered on
the income and expenditure sides of weekly
returns.

Any Branch which may not already have decided
upon the levy, can do so by passing a resolution in
favour of the same, and forwarding it to me, where-
upon the names of such Branches will be inserted
in the above list.—By Order, J. H. WILSON, General
Secretary.

BOOTLE BRANCH.

The mother of P. Doyle, 1,638, Bootle Branch
will be glad to hear any news of him at 105,
Bangor-street, Bootle, near Liverpool.

COPENHAGEN BRANCH.

The office of the Copenhagen Branch is removed
to Oetergade No. 32, Thalia, Copenhagen.—VICTOR
BACKE, Secretary.

DUBLIN BRANCH.

On and after the 30th day of December, 1890,
any member six months in arrears will be struck
off the roll of membership, and his name inserted
in SEAFARING as a non-Union man. And the
name of any member three months (or 13 weeks)
in arrear of his contributions, will be posted on
the black list in the office. And every member
must have the ten shillings levy cleared on or
before the 20th day of March, 1891.—MICHAEL
BOLGER, Secretary.

On and after Monday, Jan. 12, 1891, all com-
munications to be addressed to the secretary,
Michael Bolger, 50, Seville-place. Meeting night,
every Friday, at 7.30 sharp, at 50, Seville-place,
Dublin.—MICHAEL BOLGER, Secretary.

GOOLIE BRANCH.

All members who are three months in arrear on
January 1, 1891, will be posted on the black board in
the office; and all members must pay the levy by
the end of March, 1891.—W. R. CHAPPELL, Sec.

TOWER HILL BRANCH.

NOTICE TO BRANCH SECRETARIES AND OTHERS.
—Please telegraph to Tower Hill Branch at once
on learning of the steamship *Strathendrick's* (of
Glasgow) arrival at your port.—J. WILDGOOSE,
Secretary.

ALL SEAMEN COMING TO GRIMSBY, GO TO

JOHN ODLING,
TAILOR, CLOTHIER, & OUTFITTER,
10 CLEETHORPE ROAD,
GRIMSEY.

TO CORRESPONDENTS.

Correspondents must write on one side of the
paper only anything meant for publication, and
address, not to 36—40, Whitefriars-street, but to
150, Minories, London, E. All communications
should be addressed to ARCHIBALD COWIE,
SEAFARING Office, 150, Minories, London,
E., to whom remittances must be made pay-
able. (Post Office Orders at Minories, London,
E.) The Editor declines all responsibility
for rejected manuscripts, although when stamps
are enclosed he will endeavour to return such
matter as he may be unable to use.

NOTICES.

"SEAFARING,"

Published every Saturday, price One Penny,
will be sent to any part of the United Kingdom,
post free, at the following rates of subscription:—

Twelve Months	6s. 6d.
Six Months	3s. 3d.
Three Months	1s. 8d.

SEAFARING will be sent at the same rate, post
free, to any of the countries comprised in the Postal
Union. All subscriptions must be paid in advance.

"SEAFARING" ADVERTISEMENT SCALE.

ORDINARY POSITIONS.

	1	13	26	52
Insertion.	Insertions.	Insertions.	Insertions.	Insertions.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
One Page	2 10 0			
Half-Page	1 7 6			
One-third Page	0 15 6	1 2	15 2	20 2
One-sixth Page	0 10 6	Discount.	Discount.	Discount.
Three Lines	0 7 6			
Two Lines	0 5 6			
One Line	0 3 0			

Facing Leader, 20 % more than above prices.

Quotations given for special advertisements; 5 % discount
off above prices allowed when accounts are paid monthly;
liberal discount for cash with order.

PREPAID ADVERTISEMENTS.

Prepaid Advertisements, not exceeding 35
words in length, and set in same type as news
(not displayed), are charged at the rate of 1s.
for one insertion, or 2s. for three insertions.

Special terms for recommended Boarding
Houses (see page 15).

Communications arriving so late
as Thursday cannot be guaranteed
insertion.

Seafaring.

SATURDAY, JANUARY 10, 1891.

MISPLACED SYMPATHY.

From the *Shipping Gazette* we extract
the following:—

In the course of a letter on the subject of destitu-
tion among "Our Sailors," the Rev. J. P. Miller,
association secretary of the British and Foreign
Sailors' Society, says: "It is often other causes
than drink that lead the sailor to part with his last
shilling. A case in point we have at the present
moment. It is that of a ship's steward, a man in
the prime of life, 27 years at sea, an ab-stainer, who
sought for some months a situation in Sunderland,
trying one ship after another. He got several offers
of employment, but, sorely against his will, he was
obliged to decline them all because of the threats
of the Seamen's Union. He was not a Union man, and
therefore was persecuted. At one time he had actu-
ally signed the articles of agreement for a voyage to
South Australia, and had got an advance note to meet
some necessary outfitting expenses, but the intima-
dation used against him was so strong that he was
obliged to renege from the engagement. Seeing
nothing but starvation before him, he thought of
coming to London, to which he walked all the
way, and arrived penniless, shoeless, stockingless,
and, we may add, friendless. After being three
days without food and without shelter, we found
him, and have been supplying his wants since. This
is a specimen of cases not a few, where the cause of
destitution is excusable."

What the professed objects of the
"British and Foreign Sailors' Society" may
be we are not aware; but from the fore-
going it would appear that its funds are
being used to injure the true interests of

the seamen by fighting against their Union. It is widely believed among seafaring men that there are in existence several societies or missions which promise the seaman joy in the next world, provided that he is a slave and submits to all wrongs in this world; but if in this world he is not a slave and a cur, and fights against wrong, (or in other words, makes the slightest attempt to obey the teachings of Jesus Christ), he will be tortured through all eternity in a lake of burning fire. Capitalists and shipowners of the baser sort are supposed to subsidise such societies or missions to teach this blasphemous, inhuman, anti-Christian and intimidating nonsense. If the British and Foreign Sailors' Society is one of these organisations, we can quite understand its affectionately embracing blacklegs in order to curry favour with the baser sort of shipowners. But if that society professes to be carried on in the interests of sailors, and is supported by subscriptions given for that purpose, it is to be hoped that the application of its funds thus indicated will cause its supporters to look more closely into its proceedings.

Meanwhile, the mistaken sympathy which the Rev. J. P. Miller seeks to excite for blacklegs is worth further notice. Would that gentleman succour a thief or a murderer, and help them to escape from the police, or complain that they were "persecuted," because the State insisted on having its laws obeyed? Probably not. Yet he takes the blacklegs to his reverend bosom, although a blackleg is quite as great an enemy to the working man as a murderer or a thief. It may be useful to remind Mr. Miller and others, that men surrender to the State the freedom to murder and rob each other. In return the State guarantees them protection against murder and robbery. As the State represents the whole community, it is stronger than any individual can be, and men find safety in such combination, and gain liberty to do good by surrendering liberty to do evil. In other words, civilised men surrender license to secure real liberty and safety. It is on this surrender, this contract, that civilisation is chiefly based. As the right of men to make such a surrender, to enter into such a contract, and to thereby form civilised States, has long been admitted, so it is now admitted that men, having the same interests, have a right to combine together to protect themselves, to exchange the freedom of each individually making such terms as he separately can with his employer, in return for the protection given him by combination, and the better terms which that combination can secure for him and all his class. All this being admitted, it follows that, provided they do not break the law of the State to which they are subject, the men so combined are as much justified in treating as enemies to the general welfare the men who will not combine, as the State is in treating the murderer or the thief as the enemy of the community. The murderer and the thief never having surrendered the inclination to murder and thieve, no doubt consider the State most tyrannical in stopping their crimes, and have pathetic stories to tell of the way in which they are "persecuted" by the police. Like the murderers and the thieves, the blacklegs also say they never entered into any bargain to combine for the common good, and they call it tyranny and persecution when they are restrained from injuring

others. But such complaints of the blacklegs merit no more sympathy than the similar complaints of murderers and thieves. If blacklegs refuse to recognise the teachings of experience, and prefer to fight against a combination working for the common good, they must put up with the consequences, and are no more entitled to sympathy than murderers, robbers, or any other enemies of the community. At the same time, just as the chief object of punishment in the cases of criminals should be to reform them, so in dealing with blacklegs it is very important that they should be shown the error of their ways before making them feel that the way of the transgressor is hard. And when Union men do make them feel that, they must take care not to break the laws of the land.

SONG.

Dedicated to the General Secretary of the International Seamen's Union, by Councillor Robinson, member of the Middlesbrough Branch.

Once more our noble founder
Calls on the seamen brave,
To help him in the time of need
Our Union for to save.
We may be sore oppressed, boys,
But let it be our will
To help our noble founder
To save our Union still.

Chorus.

So here's to J. H. Wilson,
And Samuel Plimsoll, too;
Let's hope they'll never fail us,
But to our cause be true.
So give a British cheer, boys,
For our Union in its might,
May it go on and prosper,
And God protect the right.

Though some may have deserted us
Who once fought by our side,
We still march on to victory
And echo it far and wide;
Success unto our Union
Whatever may betide.

Chorus.

So we'll be true and faithful,
And trust our founder still,
And show we are determined
To fight them with a will.
Much in the past we suffered, boys,
But we'll do so no more;
We'll have a Union Branch, boys—
Not only in the home ports,
But on every foreign shore.

Chorus.

God bless our noble Union,
Plimsoll and Wilson, too;
And many, many more, boys,
Who form our noble crew.
God bless our yacht SEAFARING,
And her brave old skipper true,
May she sail on and prosper
With a gallant glorious crew;
May she never want for readers
Beneath a shining sun;
Good luck to the National Union
In Eighteen ninety-one.

Chorus.

ON Friday night John M. Ilroy, a Greenock stevedore, accidentally fell into the water at the West Harbour, and was drowned.

NAUTICAL NEWS.

MR. WILLIAM JOLLIFFE, the founder of the line of steamtugs which bears his name, has just died at Hull.

THE result of the inquiry into the loss of the *Westbourne*, s. of Hull, is that the captain is exonerated from blame.

THE coastguard at Suakin has captured a dhow, with 60 slaves on board, destined for Jeddah. The slaves have been released and taken to Suakin.

IN July next a fleet is to sail from Melbourne, under command of Baron Nordenskjöld, to explore all that it is possible to know in the Antarctic Seas.

NOTICE is given that a green buoy, marked "Wreck," has been placed 20 fathoms N.N.W. of the steamer *Carolina R. de Massy*, sunk off Sandgate.

WITH the *Coast Seamen's Journal* of Dec 10, just received, there is issued a very useful supplement, giving a synopsis of the American laws relating to seamen.

WITH reference to the passage of the French five-masted sailing ship *France* from the Clyde to Rio in 33 days, it is stated that the ship *Celtic* did the same passage in 32 days in 1886.

LAST Sunday night the shipwrecked crew of the coasting steamer *Ada*, of Liverpool, arrived in the Sailors' Home, Londonderry. The vessel was wrecked off Malin Head.

WHILE the steamer *Edward Williams* was coming up the Clyde on Saturday morning, inward from Bilbao for Greenock, with a cargo of ore, one of the firemen, named Chas. Olsen, fell down the hold and broke his left leg.

IT has been decided by the Naval Court at Monte Video, held Nov. 6, to inquire into the circumstances attending the stranding of the British steamship *Blenheim*, of London, when on a voyage from Liverpool to River Plate, to reprimand the master and chief officer.

MR. FRYE, United States Consul, Halifax, has sent a despatch to his Government, recommending a reward to be given to the captain and officers of the British steamer *Deerhill*, for the heroic rescue of the captain and crew of the American barque *Angelica*, while on a voyage to Demerara from St. John.

AS an instance of the enormous trade done at Barry Dock, which was opened in the port of Cardiff in July, 1889, it is announced that the coal shipped there for the year ended Dec. 31, 1890, amounted to 3,192,631 tons 9 cwt. The quantity exported from the whole of the Cardiff Docks for the year will be about 12,000,000 tons.

A SCHEME has been projected to send from Boston on March 20 a squadron of four steamers, containing a display of wares of different descriptions—merchandise, tools, inventions, etc.—to visit all the chief South American ports. It will be under the escort of a war vessel, and will form a sort of itinerant fair for the display of American products.

THE result of the investigation held at Swansea on Dec. 12, 13, 14, 15, 16, and 17, into the circumstances attending the abandonment of the British sailing ship *Ceredig*, of Aberystwith, in the English Channel on Oct. 23 last, is that the Court finds the master in default and suspends his certificate for six calendar months, and censures the mate for the lax and careless way in which the log was kept.

THE result of the inquiry into the circumstances attending the loss of the British sailing ship *Sarah Jane*, of Whitby, through collision with the British steamship *Rennie*, of North Shields, off Whitby, on or about Aug. 14 last, whereby loss of life ensued, is that the Court finds that the collision and loss of the fishing boat *Sarah Jane*, with two of her crew, was caused by the *Rennie* failing to see the light of the *Sarah Jane* in time to avoid a collision. The Court finds the master and the second officer in default, but does not deal with their respective certificates.

A SUNDERLAND correspondent of a shipowners' paper, writing under date Jan. 5 says:—The number of steamers laid up on the North-East Coast is being increased. I hear, on reliable authority, that the harbour-master at South Shields has received instructions to prepare berths for an additional number of steamers, representing a total of about 70,000 tons carrying capacity. So far as Sunderland is concerned, there are not more than seven or eight steamers altogether laid up. It is stated, however, that owners prefer to lay their vessels up on the Tyne because the dues there are not so heavy as on the Wear.

SAILORS' AND FIREMEN'S UNION.

(From Special Correspondents.)

LONDON DISTRICT.

The Tidal Basin Branch held its usual weekly meeting in the Schoolroom, Tidal Basin, Jan. 2, Bro. P. Starkey, the newly-elected president, in the chair. After a few remarks from the chairman with reference to the state of affairs at the present time, the new members' names for the week were read out and approved of. The minutes of the previous meeting were read and confirmed. It was proposed and seconded that we appoint eight men to attend the head office on Monday, at 8.30 a.m., for the purpose of waiting on the Executive Council, and that there be a notice sent to the general secretary by telegram on the morrow. This was put to the meeting and carried. The following members were nominated and approved of: Bros. McDade, Starkey, Thurston, Leneham, Walsh, Bidgood, Dace, Jorgenson, Fowler and Perritt. The two auditors elected to audit the books up to Dec. 31, 1890, are Bros. James Thurston and George Dace.

A well-attended meeting of the Green's Home Branch was held at the Schoolroom, Plimsoll-street, Poplar, on Tuesday evening, 6th inst., Mr. Curtis in the chair. Twenty-four new members were elected for the week. After the general business of the meeting had been finished votes of confidence were passed in favour of Mr. Walsh, district secretary, and Mr. Whitehead, member of Executive Council for London district.

Alfred Wagner, a seaman on board the s.s. *Duke of Westminster*, while engaged in painting the vessel's funnel at Wellington on the 13th inst., fell to the deck through the rope breaking, and sustained fracture of the thigh and skull. He died shortly after his admission to the hospital.—*Otago Daily Times*, Nov. 27, 1890.

LIVERPOOL BRANCHES.

At the usual weekly meeting of the Liverpool No. 1 Branch on Jan. 5, chairman Mr. A. Duncan, vice-chair Mr. J. Rogers, the secretary was reminded by the district secretary that the minute relating to the £3 penalty was not clearly demonstrated, therefore the following resolution was thereupon drawn up, and upon being put to the meeting was agreed to—"That all members of this Branch who are in favour of the total abolition of the £3 penalty should signify same by writing 'yes' on the ballot paper handed to them. Those that are not in favour of the abolition of the £3 penalty, should signify same by writing 'no' on their ballot papers. And that the ballot-box shall be kept open for one month or six weeks in order that each member should have the chance to express his views either for the abolition or non-abolition of same penalty." The resolution passed at the annual meeting at Glasgow in October last in reference to the increasing of the contributions from 5d. to 6d. per week having been read, after a debate on the subject for over 30 minutes, it was moved by Mr. A. J. Candler that the extra penny be paid; seconded by Mr. J. Hall. As an amendment, it was moved by Mr. T. Ward that it be not paid; seconded by Mr. J. Fone. Upon being put to the meeting the resolution was lost. The financial statement, on the proposition of Mr. J. Richards, seconded by Mr. C. Stewart, was adopted. It was proposed by Mr. J. Hall that to cope with the Shipowners' Federation in this port, we place three delegates, Messrs. Rogers, Flay, and Duncan, along the line of docks; seconded by Mr. J. West. As an amendment, it was moved by Mr. J. Ward that no extra delegates be employed. No seconder being found for Mr. Ward's amendment, the resolution was carried unanimously.

Boatie Branch held their usual weekly meeting Tuesday last, 6th inst., the newly-elected vice-president (Mr. J. Lynas) occupying the chair, and Mr. E. Edwards the vice-chair. The chairman opened the proceedings with a few well-chosen words, in which he thanked the members for the honour they had conferred on him by making him vice-president of one of the largest Branches of one of the noblest and greatest Trades Unions in the world, and said that he would do the best he could in the future to make it still greater. The usual programme was then through, after which Mr. Nicholson gave a detailed account of the reason why the extra penny per week had been added to the contributions, and the benefits to be derived therefrom. Mr. Connolly also gave an account of the Federation of all classes of labour connected

with shipping. Mr. Chas. Ham moved that this Branch pledge itself to pay the extra penny per week; this was seconded by Mr. W. Campbell. Mr. T. W. Boag moved an amendment that the Branch do not pay the extra penny per week; this was seconded by Mr. Roberts. On being put to the meeting, the amendment was carried by one vote, several members remaining neutral. Mr. Geo. Johnson moved that Mr. E. Edwards be elected auditor *pro tem.* in place of Mr. McGovern, who is at sea; this was seconded by Mr. Campbell, and carried. With regard to the proposed reduction of the £3 fine on members who went to sea during the late strike, Mr. Geo. Johnson moved that the fine remain as it is; also that this resolution be laid before three consecutive meetings; this was seconded by Mr. W. Campbell, supported by Mr. Wm. Johnston, and carried unanimously. After a vote of thanks to the chairman and vice-chairman, the meeting adjourned at 10 o'clock.

NORTH SHIELDS BRANCH.

At the usual weekly meeting, Bro. R. Latimer in the chair, after the usual business, the newly-elected officers were installed in their offices. The secretary read the minutes of the previous meeting, and no remarks were made until the minutes of the special meeting of Dec. 30, at which the members of the North Shields Branch were addressed in a crowded meeting by Mr. J. H. Wilson, our general secretary, and Mr. Fitzgerald, the Australian delegate. It was a very enthusiastic meeting, and we gave the usual welcome to our general secretary and our friends Mr. Fitzgerald and Mr. Ellison. We were addressed on the free labour question and the Federation, and we hope it will be a lesson to some of our rotten-hearted scabs about here, for those gentlemen put it forcibly before every one present, and we hope to be benefited by the visit from those gentlemen. The meeting closed with the usual vote of thanks to the chairman.

SOUTH SHIELDS BRANCH.

At the general meeting, after routine business, the secretary explained that the late Bro. John Wm. Quigg, who was drowned some time ago at Greenwich, was interred at that place by Mr. Pirret, of the Green's Home Branch. A letter was read regarding the case of Wilson *versus* Hornsby, in which Mr. Maxwell, assistant secretary, challenges anyone to prove that the accounts are not correct. (Cheers.) An explanation was given regarding our joining with the National Federation of all labour, whereby all organisations will be asked to contribute 1d. per week per member, and if called out by the committee of the above body, each member will be allowed 5s. per week. It was resolved that we pass a hearty vote of thanks to Mr. Victor Backe for the services rendered on the Continent.

GREENOCK BRANCH.

At the usual meeting, Dec. 23, Mr. H. Murray in the chair, the sitting accommodation of the hall was taxed to the utmost, the meeting being one of the best attended for some considerable time past. The minutes were adopted, and voluminous correspondence read. Complaints were disposed of, one of which is deserving of notice. This was a case where a sailor had engaged to perform the duties that legitimately belongs to firemen, whilst a number of the latter were out of employment and ready to undertake the duties. Considerable discussion was evoked, and it was ultimately agreed to censure the offending member, and to warn all members guilty of such practices that they would be dealt with in a summary manner. It was an instruction to the secretary that he should forward a resolution to Sir Michael Hicks-Beach, thanking him for the services he had rendered to the seamen of this country. The following members were elected to the various offices in the Branch for the ensuing six months, viz. president, Mr. A. Marshall; vice-president, Mr. H. Murray; secretary, Mr. G. W. M'Naught; treasurer, Councillor Mitchell; outside delegate, Mr. W. Marting; and the following committee, Messrs. Craig, McCafferty, Bryce, Lewis, Freeman, Kane, and Bolton. The secretary referred to the strike at present being conducted by the railway servants in the district, and stated that a deputation had called upon him with the information that firemen had been drafted from the Caledonian Steam Packet Company's boats to fill the places of men on strike. Steps were at once taken to ascertain if those men belonged to the Union, so that they might be brought to book without delay. Glasgow had also been communicated with, and Mr. Boyd at once took steps to ascertain whether the men complained of belonged to the Union or not. The impression, however, was that in all likelihood they would prove to be "scabs." The railway men, in their struggle, have our hearty support and sympathy, and we are prepared to lend, and are lending them, all the assistance in our

power, so that they may be enabled to compel the Companies to grant them just concessions. [This report did not arrive in time to appear in an earlier issue.—Ed. SEAFARING.]

SUNDERLAND BRANCH.

At the usual weekly meeting, Mr. J. W. Priest in the chair, a letter was read from the President of the Board of Trade acknowledging the vote of thanks passed by the Sunderland Branch, also a letter read from Messrs. Culliford & Clark, complaining of the conduct of some members of the Union who were in one of their steamers. There was also a complaint made against Peter Pegman and Thos. Pegman who deliberately stopped the s.s. *Erith* on a tide's sail, and then put themselves on the strike list. It was decided that they should be severely censured and refund the money. The question of conciliation was then again brought up for discussion, the meeting being unanimous in favour of such a board, seeing that the carpenters have worked successfully with it for some time. The secretary then submitted the balance-sheet for the quarter to the meeting, and the auditors submitted their report, after which the balance-sheet was unanimously adopted. It was also decided to take a larger meeting room, the present one not being large enough. The question of a Union home was then submitted for discussion. The secretary was then instructed to write to the general secretary asking the Executive to endeavour to open a large home at South Shields for the district, and all Branches in the district to subscribe towards the maintenance of the same, for it is evident that such a home would be very useful to the Union, many men having gone away through the Federation who otherwise would have been stopped. It is also to be hoped that the Executive will see their way clear to charter more steamers, and we have no doubt that the shipowners would be brought to their senses.

DUNDEE BRANCH.

A meeting of this Branch was held Jan. 5, 1891, Mr. John Donald, president, in the chair. The minutes, income and expenditure were submitted and approved. Correspondence was read, amongst which was a circular from the Federation of Sailmakers of Great Britain and Ireland, asking our assistance in carrying out the resolutions of their Executive; one of the resolutions was unanimously adopted by the members present, but the other two occupied a considerable time in discussion, the result being it was moved that it lie on the table for future discussion. A circular was also read from Victor Backe, the secretary of the Scandinavian Department of our Union, in which it was stated that the Shipping Federation had attempted to engage blacklegs to come to Britain to paralyse the Union here, but this they were not successful in doing. Bro. Backe also asked that in the event of any Scandinavians engaged by the Shipping Federation arriving at our port, that we at once communicate with him to put him on the alert, and take the necessary precautions to prevent their importation. A circular from the head office was also read, intimating to the members that from Jan. 1, 1891, the contribution fee payable by all members of the Union, in accordance with resolution passed at the annual meeting at Glasgow in Oct. last, will be 6d. instead of 5d. per week. The general secretary also requests that the 10s. levy will be paid with all possible despatch, as it is absolutely necessary we should be prepared financially; it is also requested that all the members of the Dundee Branch will take notice of this. After some preliminary business in connection with the festival and assembly that is to take place in the Thistle Hall on the 16th of this month, the meeting closed with the usual vote of thanks to the chairman.

DUBLIN BRANCH.

At the usual weekly meeting, Jan. 2, the newly elected officers took their seats, viz.: Bro. Michael Burke in the chair, Bro. A. Lostrange in the vice-chair. The committee are—Bros. William Phallin, Patrick Bellew, James Morton, William Cowley, and Dennis Byrne; secretary, Bro. Michael Bolger; assistant secretary, John Mackin; outside delegate, Bro. Dennis Connor; auditors, Bros. Edward Connolly and James Plunkett; and treasurer, Bro. John Johnson. The meeting was opened amid cheering for the retiring officers, also for the newly elected officers. The minutes and financial account were passed as satisfactory. Correspondence was read, including some from head office, and passed. Bro. D. Byrne complained that he was dismissed from the s.s. *Adela*, and a non-Union man shipped in his place. It was unanimously agreed to leave it open for the outside delegate to make inquiries, and report at next meeting. Bro. Mooney then laid a complaint that he was

backed out the s.s. *Kangaroo*. He explained how he was promised the job in room of Bro. Masterson, who would not sign, he wanting to stay at home for Christmas, and that he was waiting on the vessel from Christmas-eve till the following Tuesday. The outside delegate explained that he was looking after the s.s. *Kangaroo*, and he did not get Bro. Mooney backed out, and that he did not see Bro. Mooney there on the day the men signed. The secretary, in support of the outside delegate, corroborated all that he had stated. After some further discussion it was unanimously agreed to leave the question open till the crew returned, when the case would be fully gone into and decided on. A complaint was then heard which was written from Messrs. Wetherill & Mackenzie, complaining of one of our brothers named Bro. B. Herbert, that he backed out of the s.s. *Parragon*, and thereby delayed the vessel. After Bro. Herbert had explained that he misunderstood the time of sailing, and that a relation of his was dead at the time, it was decided that we only pass a vote of censure on him for not sending word to the captain in time to get another man. Brothers Evans, McGuinness, and Maxwell then reported their case *vs* the same owners, s.s. *Winstanley*. They stated that the captain refused to give them money on Christmas-eve to enable them to get their food, although there was some money due to them, and that two of them never signed articles, so they lost their passage. When the vessel returned they asked the captain to give them the wages due to them, and he refused. It was resolved that the Branch grant them 6s. 8d. to get a lawyer's advice on the subject. Our retiring chairman, Bro. J. M. Maxwell, then addressed the meeting at some length on the energetic manner in which the secretary, assisted by the outside delegate and assistant, had worked the Branch during their short term of office, and the healthy condition our financial account was now getting into, considering the draws on our resources during the past twelve months, and that by continuing in the path we were now in, he was sure that when supported by the members financially as well as otherwise, the Branch in another six months would be second to none. But unless the members do so, their officers' past good work would show but very poor results. Every member could pay up his contributions and thereby keep himself a good financial member, for none of us could tell the day we would have to fall back on the Union for support; also to pay up the levy. They had now got premises of our own at 50, Seville-place, where we would for the future hold our meetings and have our office. He hoped that every member who was on shore on that night would attend not alone that night, but every other meeting night, for it was to members' own interest to attend their meetings. He then went on to advise us to get a seat on the Labour Executive in Dublin, as it was to our interest to have such a seat, also to have the dockers on it, to enable us to discuss all labour movements and troubles that might affect this port. (Cheers.) It was then proposed, seconded, and carried unanimously, that the secretary be instructed to see the dockers' secretary, and get it carried, to have ourselves represented on the Dublin Labour Executive. The chairman then addressed the meeting at some length.

STOCKTON BRANCH.

A correspondent writes, Dec. 31:—Now that Christmas is over and many of our brethren who have spent that festive time at home with those they love, may find in their hearts sympathy for those who are at sea. For myself, all legitimate sailors and firemen have my sympathy, and may the coming year be more prosperous and happy than the last. "Whatever are you writing there?" asked a friend, looking over my shoulder and reading the last sentence; "do you mean to say that you sympathise with that scab crew who sailed from Connal's Wharf, Tees, in the s.s. —, from one of the Stockton yards to Cardiff?" Lor, bless me, I am off the subject; but these scabs came from West Hartlepool, and took that ship away for £3 1 s. by the run, while the Stockton and Middlebro' men's terms were £4 5s. and found. Is that a fact? It is, Sir. Now I will tell you the truth about the whole matter, as I got it from my brother, who is a rivetter, and was working his passage with another to Cardiff in the ship. I am, said he; sure the captain was a Union man, because I saw a gentleman shake hands with him that I am sure would not with a scab. However, the ship sailed after the crew had been locked-up in the fore-castle for 24 hours. She went on her trial trip, which lasted two days more. The crew, who had been on board all the time, asked the captain when they were going to get something to eat? This was off Hartlepool, so the captain said, "When you get to Cardiff, in about four days' time. You signed for

£3 10s. and find yourselves, and I will see that you do." When the pilot left in a cable so did four more of that crew. Whether she arrived at Cardiff or not in a week I am not sure, but of this I am, that is that the same scab lot took another from here on Saturday last on the same terms, but on Tuesday they were still north of Whitby—they will earn their money by the time they get back.—Believe me, dear Sir, yours very faithfully, ONE WHO WOULD LIKE TO SEE MR. WILSON.

LEITH BRANCH.

At the usual weekly meeting, Dec. 30, the chairman, Mr. A. Pratt, presiding over a large turn-out of members, the minutes and the financial reports were adopted, and the delegate's report was passed. Correspondence was read from the general secretary, on which there was some discussion. A letter was read from the secretary of the Railway Servants' Union, complaining that three members of our Society had gone to St. Margaret's Works seeking employment, but the secretary explained that he had since seen the three men referred to and they were sorry for what they had done, and as they had not started work they were excused. The following resolution was then carried unanimously: "That we, the members of this Branch of the N. A. S. & F. Union, heartily sympathise with our railway friends in their just and reasonable demands, and promise them our faithful support, both morally and financially." The secretary explained what had taken place at Liverpool while he was there, and after some remarks, it was unanimously carried with cheers: "That this meeting of members desires to express its unabated and continued confidence in our general secretary." After some further discussion, voting for the various office-bearers of the Branch was gone into, and tellers were appointed to count the ballot votes, the interval during their absence being filled up by songs from some of the members present. The following is the result of the elections: Secretary, Mr. Robert Smith; hon. treasurer, G. Archer, Esq.; trustees, Mr. J. Marshall and Mr. J. M. Archer; outside delegate, Mr. James Brown; chairman, Mr. A. Pratt; vice-chairman, Mr. A. Robertson; auditors, Mr. P. Gunn and Mr. C. Stead; committee, Bros. Cleland, Ferguson, Thomson, Abernethy, Duncan, Green, Louttit, Brodie, Sowersby, White, Ness, Fraser, Black, Lyons, Cuthbertson, and M'Kinell. The secretary thanked the members for their continued confidence in him, and the meeting closed with votes of thanks to the committee and tellers, and cheers for the secretary, delegate, and newly-elected office-bearers.

MIDDLESBROUGH BRANCH.

At the usual weekly meeting, Jan. 5, Mr. Fred. Tysoe in the chair, five new members were reported to have been enrolled during the week, and they were unanimously accepted at this meeting. The minutes, after discussion, were accepted. The secretary then read correspondence from several ports, including a letter from our Copenhagen, and one from our Antwerp Branch. Several bills were passed, and the secretary ordered to pay the same. A great amount of discussion took place upon social, political, and several other questions, after which the meeting adjourned on the motion of Mr. Wm. Mallam.

Shipping is very dull here, and men are advised to keep away from Middlesbrough at present, as there are plenty men here.

ABERDEEN BRANCH.

The statutory meeting of this Branch was held on Dec. 29, Mr. A. Walker, vice-president, in the chair, when there was a large attendance of members. The formal business being disposed of, the election of office-bearers took place, the following being duly elected:—Messrs. R. Fraser, president; A. Walker, vice-president; W. Pirie, treasurer; J. C. Thompson, secretary; members of committee, Messrs. Bisset, Keith, Mitchell, Sullivan, Warden, Wallace, Black, Rae, Taylor, Bolton, Hunt, Johnstone; auditors, Messrs. Eden and Adams; delegates to Aberdeen Trades Council, Messrs. Walker, Farquharson, Mitchell, Fraser, and Thompson. The initiation ceremony took place at the Branch meeting held on Jan. 5, when Mr. Fraser took the chair, and returned his thanks to the members for the honour conferred on him. With their assistance and co-operation he would do his best to advance the interests of the Branch. (Applause.) We were threatened, meantime, with a new so-called "Union" got up by the shipowners, but the sailors and firemen would be their own best friends and steer clear of this philanthropic effort on the part of the owners. There was too much of "walk into my parlour said the spider to the fly." Some other matters being disposed of, the meeting, which was a most enthusiastic one, adjourned.

YOUGHAL BRANCH.

At the last meeting the old officers and committee of this Branch were unanimously re-elected. The following resolution was passed with acclamation:—"That we consider the atrocious charges levelled at our devoted general secretary by unscrupulous individuals, are the outcome of a conspiracy to discredit him in the eyes of the seamen. We therefore take this opportunity of recording our implicit confidence in, and unwavering loyalty to, Mr. J. H. Wilson, and furthermore we are firmly convinced that these foul and groundless charges will only have the effect of cementing more closely the seamen and the man who, by his untiring efforts and unselfish advocacy of our cause, has raised us from a condition of slavery to the position of comparative independence which we now occupy." In connection with the strike, matters remain the same as when last reported.

AARHUS BRANCH.

A large meeting of seafaring men, held in the Hall of Hotel Rosen on Dec. 21, resulted in the establishment of a Branch of the English Sailors' and Firemen's Union in Aarhus. The meeting was opened by sailor A. Nielsen, Mr. Lehmann in the chair. Captain Backe, secretary of the Scandinavian Department, and firemen J. H. Petersen gave very interesting addresses, both being received with strong acclamations. Captain Backe mentioned the attempts made by English and German shipowners to make the existence of seafaring men more miserable than before. He also pointed out the necessity of combination, and criticised the existing crippling system and the new Danish Bill concerning the engagement of seamen. He further showed how advantageous it is for seafaring men to adhere to an organisation so powerful as the English Union. He finally proposed Mr. Lehmann as secretary to the Branch. This was seconded by A. Nielsen, and carried unanimously. Mr. Lehmann thanked the seamen present, and reminded the meeting how badly even shipwrecked men are treated by the shipowners and authorities. The meeting then closed with enthusiastic cheers for the Seamen's Union, the speakers, and the chairman.

Peterhead, Dundalk, Waterford, and Drogheda Branch reports received too late for publication this week.

THE Bristol Local Marine Board held an inquiry on Dec. 31, into the conduct of William Lewis, late second mate of the *Veetis*, s. of Whitby, accused of being under the influence of drink and failing to join his vessel at Cardiff on Dec. 11. The defendant admitted the charge, and his certificate was suspended for two calendar months.

DISPUTE AT HULL.—We understand that at a recent meeting of seamen, who are members of the National Union, a resolution as follows was adopted:—"That should the local shipowners persist in upholding the Shipping Federation, and should they ship any members of the said Federation as a whole or part crew, we, the members of the National Union, will leave such owners to man their vessels with crews furnished entirely by that organisation, and should any Hull firms employing such crews require Unionists at any future time, such Unionists be recommended to demand the full rate of wages paid in other ports in the country." We have also received information which justifies us in stating that resolutions similar to the one quoted will be adopted by the Dockers' and Lightermen's Unions where their interests are affected through the interference of the Shipping Federation.

TRADE AT SUNDERLAND.—The negotiations which have been taking place for some time past between the River Wear Commissioners and the Anglo-American Oil Company have at length been brought to a satisfactory conclusion, and, before long, a new and very extensive industry will be established in Sunderland. The Anglo-American Oil Company is one of the largest concerns in this country or America. It owns large oil wells in Pennsylvania, besides a fleet of specially-constructed steamers for the conveyance of oil across the Atlantic. The Company intend to erect works at Hendon, near Sunderland, covering about two acres of ground, which will comprise three or four tanks resembling gasometers in appearance, for the reception of the oil. The liquid will be pumped from their own ships, as they arrive in the docks, to the tanks referred to, and thence despatched to all parts of the Kingdom. This is an entirely new industry in the port of Sunderland, and capable of assuming large proportions.

THE UNION ACCOUNTS.

REPORT OF CHARTERED ACCOUNTANT.

The National Amalgamated Sailors' and Firemen's Union of Great Britain and Ireland, and Statement published, signed R. Pleasance, alleging differences in Accounts published by Union, Dec. 31, 1889.

REPORT UPON INVESTIGATION OF ACCOUNTS.

Acting under instructions from the Executive of this Union, I have carefully examined and compared their books of account at Head Office, with the published report and accounts issued by them as at Dec. 31, 1889, and particularly with reference to the allegations as to differences therein contained in the printed statement signed R. Pleasance.

I have shown on the explanatory account already furnished, that in every instance each alleged difference has been fully accounted for by the Union Executive in their books at Head Office. It will be seen therefrom that the whole of the transactions, so far as the Head Office was concerned, were paper ones only, and, further, it must be understood, that the only intimation Head Office ever had of the transactions having taken place was upon receipt of the weekly statements rendered to them by the Branches, in some instances weeks after the date of the said transactions; and under these circumstances the Executive at Head Office, in my opinion, very properly refrained from dealing with the items in question as cash received and disbursed by themselves personally, but, as before stated, by means of Journal entries they recorded the transactions in their books as between Branch and Branch, and also as between Branch and other accounts affected thereby.

The compilers of the statement signed by Pleasance have apparently arrived at the conclusion that because credit is given in the detailed Branch accounts, under the head of payments to "Executive," in some instances in excess of that admittedly received by "Head Office" in their cash account, the difference between these two items is unaccounted for.

No notice appears to have been taken by them of the fact that "Head Office" in a number of instances take credit in their cash account for a much smaller item than that given credit for in the detailed Branch accounts as received from "Executive."

It will be readily perceived that had Head Office passed through its cash account any of these Branch transactions, precisely the same amount with which they debited themselves as received from any given Branch would have been taken credit for on the opposite side of the account as a payment, and the omission to either charge themselves with receiving these items, or taking credit for making the payment thereof in exactly the same ratio, does not affect their cash account, or benefit them pecuniarily in the slightest degree whatever. The entries, if made at all, would in effect cancel each other.

I have also to report that having carefully examined and compared the Head Office cash account with their cash book, I am able to certify the same as being a correct representation thereof.

H. WAISSEN WILSON.

12, Trinity-square, Chartered Accountant.
Tower Hill.

A STRIKE of firemen is going on, and is still extending, at Hamburg. The conduct of the strikers is quite orderly, and the larger Companies are disposed to negotiate.

The Johnston Line steamer *Mentmore* arrived in Victoria Docks, London, Jan. 6, having been 23 days from Baltimore. She experienced a heavy gale, and it was feared the vessel would founder, but the hatches were secured over the lower cattle deck, and the water was prevented from entering. A large number of the beasts, however, were suffocated, and the fittings were carried away. Another sea washed over her afterwards, killing more cattle. No trace has been seen of the missing steamer *Thammore*, now 31 days out, and it is scarcely possible she can be afloat.

The Board of Trade inquiry into the loss of the steamer *Uppingham* and eight lives, in the Bristol Channel, on Nov. 21 last, was concluded on Saturday. The Court held that, considering the state of the wind and weather, the master was not justified in anchoring off Bude, and the cause of the loss of the vessel was his having anchored in such an exposed position. His certificate was accordingly suspended for three months. It is stated that in the judgment of the Court not a word was said of the gallant conduct of Mr. Davis, the second officer. Having in view the heroic service that he performed it would have been a graceful act if recognition in some way had been made.

ALLEGED ASSAULTS.

At the West Ham Police Court, Jan. 6, Thomas Hadley, 48, a ship's fireman, of 3, Albert-road, North Woolwich, was charged with assaulting Morgan Kelly, of Connaught-road, Royal Albert Docks, with a view of preventing him doing that which he had a legal right to do. Philip Richardson, 24, a boiler cleaner, of Scott-street, Canning Town, was charged with assaulting David Foster at the same time and place; and Bernard Lynch, 26, a fireman, of 22, Ordnance-terrace, Barking-road, was charged with assaulting Timothy Coleman—both these being also "with a view to the same object." Mr. Willis appeared for the prosecutors, Mr. C. C. Sharman for the defendants. The prosecutors, Kelly, Foster, and Coleman, are labourers—members of "Major Armit's General Labour Union—in the employ of the Shipping Federation." They and others are lodged on board the *Scotland* (s) in the docks, and on Monday night, with some others in the same employ, they left the docks between 8 and 9 o'clock. They were returning soon after 11 o'clock, and when between 20 and 30 yards of the Connaught-road entrance of the docks they saw Hadley, who was with about 25 others. Kelly was some seven or eight yards ahead of his party, when he was stopped by Hadley, who asked, "Where are you going, old fellow?" Kelly said he was going into the docks; and then Hadley asked, "What ship are you going on?" Kelly said, "The *Scotland*," whereupon Hadley lifted a stick and struck Kelly in the mouth, with the remark, "I'll give you *Scotland*." He called out, "Come on, lads, we'll pay them now," and about 20 of the other men surrounded the "freemen." Richardson accosted Foster, and Lynch spoke to Coleman, and in a few moments there was a general *mélée*, in the course of which it was alleged that sticks and belts were used, and stones and pieces of ice were thrown in all directions. Kelly was several times struck, and when he slipped down he was hit with a stick; while Foster, after being knocked down by Richardson, was kicked in the stomach. Lynch threw a brickbat at Coleman, and then joined the others in the fray. Cries of "Murder" and "Police" were raised, and Constables Faulkes, Bland, Collins, and Topham came up. They tried to force their way to the assistance of the attacked "freemen," and after a time succeeded, but Faulkes was threatened, and in consequence of the demeanour of the crowd drew his truncheon and struck at several men. At last the officers quelled the disturbance, and got the prisoners to the station. On the conclusion of the case for the prosecution, Mr. Bagdall said he would like medical evidence as to the condition of Kelly and Foster, and the prisoner Hadley, and he should remand the case. In answer to Mr. Sharman, his Worship said he thought there was sufficient evidence to send the case for trial, and he would allow bail for Richardson and Lynch.

At the Woolwich Police Court, Jan. 6, John Kluth, 42, seaman, Queen's-road, Tidal Basin, was charged with assaulting William Phillips, 8, Morley-road, Bromley. The complainant said there was a strike of the Firemen's and Sailors' Union men at the Royal Albert and adjacent docks. He and a number of others were written to, and they went and took the places of the men on strike. They had the opportunity of sleeping within the docks in a ship, but witness went out on Sunday night, and was stopped by a picket consisting of the prisoner and four others. They asked who he was, and he replied that he was what he supposed they would call a blackleg. They then asked how much money he had, and he replied 13s. They said, "Give it us," and, being afraid of them, he did so. One of the pickets, not the prisoner, took the money, and then knocked him down, the prisoner and two others kicking him when down. The porter at Pownall-Waring's Telegraph Works, hearing a disturbance, opened the door as one of the men said "Kill him." He rushed in entreating the porter to save him, and the porter set a large dog on the picket, who ran away. He remained at the porter's lodge all night, and had to go into hospital next morning, and he had been there ever since. Prisoner said it was a case of mistaken identity. He was at Canning Town on the night in question, and got his living at sea, and not by hanging about the streets. Mr. Musham remanded the prisoner.

The *Raggre*, ship, from New York to Calcutta, has arrived at her destination, after a long passage of 167 days. Fifty guineas had been paid on her. The *Bedfordshire*, barque, Shields, which port she port she left on July 19, for Iquique, has also arrived after a passage of 166 days. Fifty guineas had likewise been paid on her.

SHIPS SPOKEN.

Ashmore, of London, all well, Jan. 1, 49 N, 11 W, by the *Faling*, s, from Savannah, for Bremen, off Portland.
Aberlemno, barque, of Glasgow, bound south, Dec. 31, 35 N, 17 W.
Alameda, ship, Baltimore to San Francisco, Nov. 4, 1 N, 38 W.
"Alabama," ship, of Nova Scotia, 9 S, 31 W.
Argo, of Greenock, Montrose to Melbourne, all well, Dec. 16, 42 N, 17 W.
Abeille, Havre to Cayenne, Dec. 22, 46 N, 10 W (not 49 W, as before reported).
Arethusa, from Calcutta, steering WSW, Aug. 17, 20 N, 88 E.
"Astronomer," for Antwerp, Jan. 1, 20 miles SW of Scilly.
"Bradlaugh," ship, bound east, Nov. 11.
Bowman B. Law, New York to Batavia 40 days, all well, Nov. 10, 6 N, 30 W.
Bothnia, Liverpool to Valparaiso 29 days, Nov. 17, 19 S, 35 W.
Bajore, Dec. 23, 15 N, 90 E.
Chile, English barque, Iquique to Falmouth, 12 S, 36 W.
Cape St. Vincent, for Hamburg, Dec. 12, on the Line, 31 W.
Cambrian King, Dec. 12, 40 N, 18 W.
Erato, barque, of London, steering, all well, Dec. 18, 8 S, 33 W.
East Croft, ship, Tyne to Chili, Dec. 12, steering south, 48 S, 63 W.
Glenfinart, British ship, Sept. 27, 41 S, 54 W.
Glenfinart, Stirrat, Greenock to San Francisco, Sept. 25, 38 S, 51 W.
Governor, British steamer, New Orleans to Liverpool, off Tortugas, Dec. 21.
Gogoburn, for Channel, Dec. 31, 50 N, 13 W.
Helene, three-masted schooner, of Blankenese, for Sydney 42 days out, 1 N, 29 W.
H.M.S. Canada, Dec. 16, entering Port Royal (J.)
Ione, barque, of Ayr, Dec. 11, 48 N, 8 W.
Iverna, Glasgow to San Francisco, all well, Oct. 26, 16 N, 36 W.
Lodestar, ship, Iquique to Hamburg, steering north, Dec. 26, 5 N, 27 W.
Matabele, s, Natal to London, Jan. 4, 45 N, 8 W.
Nepusco, s, New York to Montego Bay, Dec. 19, 35 N, 74 W.
Paramita, ship, of Portland, Hong Kong to New York 90 days, all well, Nov. 15, 21 S, 77 E.
Roslin Castle, s, London to Cape Town, Jan. 3, 44 N, 9 W.
San Nicholas, steering south, Nov. 2, 4 S, 32 W.
Salsette, British ship, steering south, all well, Dec. 9, 38 N, 14 W.
St. Lucie, Er. kine, New York to Rio Janeiro Dec. 13, 36 N, 59 W.
Tuskar, British barque, Cardiff to Monte Video, 48 N, long. 12 W.
Umzinto, s, Natal to London, Dec. 21, 17 S, 4 E.
Viscount, British ship, Hay, Callao to Portland, Dec. 13, 10 miles off Point Reyes.
Willie, schooner, of Dartmouth, Faro to Dunkirk, steering WNW, off Cape St. Vincent.
Wicklow, s, for Melbourne, Dec. 21, 15 N, 18 W.
Zimi, from Card ff, steering SW, Dec. 16, 47 N, 14 W.

"Seafaring Disasters" are held over for want of space.

Two of the Cork Quay labourers, Carroll and Connell, who took part in the late strike, have been convicted at Munster Assizes of assaulting a man named Driscoll, who had gone to work during the strike. Prisoners were sentenced to twelve months' hard labour, the judge expressing a doubt whether he ought not to send them to penal servitude.

QUEBEC HARBOUR LIGHTS.—Eighty-six branch pilots for and below the harbour of Quebec, sea-going captains, and navigators in general have petitioned the Canadian Minister of Marine and Fisheries that it is in the interest of navigation that a light should be immediately erected on the north extremity of the wharf of St Michel de Bellechasse, to be worked with a second light, erected on Point le Durantaye, some two miles above the wharf of St Michel de Bellechasse, as range lights, to guide the large and small vessels, going either up or down the river, and keep them clear of the dangerous reefs of Point St. Valier, situated about three miles below the wharf of St. Michel de Bellechasse, and where so many sailing vessels and steamers have formerly stranded, amongst them the ship *Cyprus*, barque *Caledonia*, etc., and lately the large steamers *Covean*, *Arlanda*, and *Canopus*. Therefore the petitioners pray at once for the construction and the erection of the above mentioned two lights.

CORRESPONDENCE.

WILSON versus HORNSBY.

To the Editor of "Seafaring."

SIR,—It has been reported to me that many members of the Union have been saying that Mr. Brown (meaning myself) had been making a pretty mess of a certain case for alleged criminal libel, recently tried at Liverpool. I do not say there was a mess. But if there was a mess, it was not I that made it. If the gun was fired, and the bird flew away laughing, it was not I that fired it. I was not instructed, and know absolutely nothing about the case, except from what appears in the newspaper reports. In criticising the form of the accounts I do not think the learned judge had sufficiently considered the difficulty of showing in a form that explained itself, accounts of the Branches singly, their accounts with each other, and the accounts of all with the Union. I defy any accountant whatever to make this clear, on the face of it, to a man not acquainted with accounts. But this only applies to the form. As to the substance of the accounts, Mr. Wilson and the Union have gained a triumphant victory. One of the ablest chartered accountants in the country gave evidence on oath that every penny of the money was properly accounted for. What more does the Union want? As to Mr. Wilson personally, the judge took care to let it be known that the loss of his case did not in the least affect his reputation. Mr. Wilson's honour and honesty still are, as they ever have been, and ever will be, without blemish, and beyond reproach. And so it is with all officials who have had the handling of the money, for if it had not been honestly paid over a chartered accountant would not have passed the accounts as correct. Before the trial members might hope and trust that their money was all right. Since the trial they know it is all right by the evidence on oath of a skilled and independent witness. Before the trial, members thought they could trust their leaders. Now they know they can trust them, and they may now add to their past enthusiasm for the Union a rational confidence in its future prosperity. —I am, Sir, your obedient servant,

T. WATSON BROWN,
Solicitor to the Union.

To the Editor of "Seafaring."

SIR,—As there appears to be a misapprehension in the minds of some people with regard to the above action, I think it advisable that I should offer the following explanation:—This action was taken by Mr. J. H. Wilson against the defendant in consequence of his having circulated a "leaflet," signed by R. Pleasance, in which it was alleged that certain "differences" (not deficiencies) existed in the published accounts of the Union up to Dec. 31, 1889. These differences were alleged to arise in consequence of the amounts entered in the detailed Branch accounts to the debit and credit of the Executive, differing from those entered under the same head in the central office cash account. The differences in some of the items entered in head office cash account and those debited to the Executive in some of the Branch accounts, are due to the fact of certain Branches having made advances to others direct, without the moneys so advanced passing through the hands of either the general secretary or the general treasurer, which sums, therefore, could not be dealt with as cash received at head office. In every instance, as is shown by the report of Mr. H. Waiszen Wilson, of 12, Trinity-square, Tower Hill, London, the chartered accountant, who made a searching examination of the books and accounts of the Union, every item of cash so advanced has been properly and correctly disposed of by means of journal entries, and are debited and credited under their various heads in the published annual report, but being included with other amounts under the same headings do not stand out so clearly as might have been desired. Mr. Waiszen Wilson, the chartered accountant (who, by the way, is not in any way related to Mr. J. H. Wilson, the general secretary), in his evidence, which was interrupted by the judge, states as follows:—"He was instructed by the Executive of the Firemen's Union to go through the books in reference to these alleged deficiencies. He had gone through them, and the statement of account he had prepared dealt with such differences, all of them, in his opinion, being fully accounted for by regular entries in the books."

No doubt had Mr. Waiszen Wilson been allowed to complete his evidence he would have elucidated the accounts to the satisfaction of both judge and jury. In his report upon the investigation of the accounts, Mr. Waiszen Wilson made the following remarks:—"I have shown in the explanatory accounts

already furnished that in every instance each alleged difference has been fully accounted for by the Union Executive in their books at head office. It will be seen therefrom that the whole of the transactions, as far as the head office was concerned, were paper ones only, and further, it must be understood, that the only intimation the head office ever had of the transactions taking place was upon receipt of the weekly statements rendered to them by the Branches, in some instances weeks after the date of the said transactions; and under these circumstances the Executive at head office in my opinion very properly refrained from dealing with the items in question as cash received and disbursed by themselves personally, but as before stated by means of journal entries they recorded the transactions in their books as between Branch and Branch, and also as between Branch and other accounts affected thereby."

The Judge himself said at the close of the trial that the "leaflet" distributed by Hornsby was a very carefully worded document, and referred to differences and not deficiencies, the document itself reflecting in no way upon the honesty of anyone; and further, that as the action for libel was founded upon the leaflet in which he declared there was no libel, the words used by Hornsby in circulating them could not be brought in as evidence in support thereof. In fact, a wrong action had been taken, and Hornsby should have been brought up for slander and not for libel; under these circumstances the Jury had no alternative but to dismiss the case. Mr. J. H. Wilson, the general secretary, who was absent from head office the greater part of the year carrying on the organisation of the Union, practically had nothing whatever to do with the compilation of the accounts. They were made out by myself and my assistants in the office, and although they may not appear clear to the ordinary intelligence, I defy anyone to prove that they are dishonest. —Yours, &c.,

W. M. MAXWELL,
Assistant Secretary Sailors' and
Firemen's Union.

19, Buckingham-street, Strand, W.C., Dec. 30.

WATCH THERE! WATCH!

To the Editor of "Seafaring."

DEAR SIR,—It is surprising to see how interested some people are to establish an association for protecting the interests of the marine officer. Are these poor deck slaves so helplessly blind as not to see the object of this new formed society? The plot is a good one, and we have no doubt but that the shipowners will cast their net and have a good haul. In the *Shipping Gazette* we see that a meeting was held, and a gentleman with a double-barrelled name presided, who, we presume, was formerly a member of the M.M.S.A., an association which, according to its *Reporter*, has been characterised by its philanthropy, but in all its philanthropic aid it has never gone so far as to demand, or, in smaller words, ask for a fair remuneration for the long hours its members have had to work. Why? Because it has been nothing more nor less than a hotbed of retired shipmasters and managing shipowners, who have had its general control, consequently they have been in power to keep the poor deck slaves with their nose to the grindstone. Finding that they are compelled to make a move they have started this newly-formed society. If this gent with the double-barrelled name and his colleagues are so anxious to have their names published as philanthropists and friends of the deck officer, we say let them come forward and prove themselves friends by saying—"Our first intention is to raise your wages above that of a sailor and fireman, and assist in relieving you from the hand of the oppressor." Then we will say that their actions are square and above board, not else. Each of these individuals would do well in imitating the worthy Quaker, who said "I expect to pass through this world but once. If, therefore, there be any kindness I can do any fellow-being let me do it now, let me not defer nor neglect it, for I will not pass this way again." Watch there, watch, for you may depend this is not their motto. We do hope that by this time the deck officers have seen and felt the great error arising from allowing such soft tongued individuals as the retired shipmaster and owner to preside and have control over their societies. Beware of false friends, and watch there, watch, for you may be sure that this newly formed society will before long be a hotbed of shipowners. And now, Mr. Editor, we must heartily thank you to give this a space in your little SEAFARING who has been a friend to the Seamen's Union, and I've no doubt will do the same part for the officer.—We beg to remain, faithfully yours,

"TWA DOGS,"

Bombay, Dec. 7, 1890.

SEAMAN KILLED.—On Friday night, Jan. 2, a fatal accident happened at Dundee Harbour. John McLean, a seaman, whilst walking on a plank leading from the quay to the steamship *Aurora*, lying in the East Graving Dock, missed his footing, and fell to the bottom of the dock, about 27 feet. When picked up he was found to be dead.

HULL DOCKS COMPANY.—The Hull Docks Company have deposited a Bill in the Private Bill Office of the House of Commons, for powers which, if sanctioned, will, it is stated, greatly increase the influence of the North-Eastern Railway Company in the control of these docks, and in a measure further the scheme, which was rejected by Parliament, in 1889, for absorbing these docks into the undertaking of the North-Eastern Railway Company.

SUCCESSFUL FISHING FLEET.—The Provincetown (Mass.) Fishing Fleet, with a few exceptions, has hauled up for the season, which has been a fairly successful one. There were forty-two vessels engaged, carrying from twelve to twenty-two men each. Eighteen of the fleet have stocked an aggregate of 257,000 dols., the remaining twenty-four about 245,000 dols., making a total of over 500,000 dols., the crews sharing on an average over 400 dols. a man. Three Dennis vessels sailing from this port stocked an aggregate of 36,000 dols. No lives or any amount of property have been lost.

ALLEGED MURDER.—At the Liverpool Police Court, on Jan. 5, before Mr. Raffles, the stipendiary, Bhagwar Jassiwar, a Hindoo, aged 29, was charged with having, on Oct. 11, murdered Peter Lyall, master of the British ship *Buckingham*, in which the prisoner was employed as cook. The murder is alleged to have been committed on the high seas, when the vessel was on a voyage from Dundee to New York. At the last-mentioned port the prisoner was arrested and transferred to the *Nevada*, in which vessel he arrived in the Mersey on Saturday. Mr. Raffles then granted an adjournment for eight days.

MISSING STEAMER.—All hopes of the safety of the Dundee oil-tank steamer *Pollux* may now be said to have been abandoned. Nothing has been heard of the vessel since she was spoken by the Warren line steamer *Michigan*. The *Pollux* is a vessel of 1,433 tons gross, built by Messrs. Pearson Bros., of Dundee, and owned by Mr. W. S. Crocace, also of that port. She left Rouen on Nov. 11, for Philadelphia, and had a crew of 26 men. The Warren line steamer *Michigan* spoke the *Pollux* on Nov. 28 at about 9 a.m. in lat. 48 52 N, lon. 38 20 W. The *Michigan* ran close to the *Pollux*, and it was found that the latter vessel was in a damaged condition. She was lying with her rudder-head broken underneath the counter, and was trying to get it fixed. She declined the proffered assistance. Her after-tank was also pumped out. The weather at the time was overcast, with rain and light S.E. wind, sea moderate.

LIGHTS ON THE ROUTE TO CHINA.—The Secretary of Lloyd's has received a letter on the above subject from a correspondent, who has previously written on the need of lights in certain points of the route from England to the far East. The writer begins by alluding to the loss of H.M.S. *Serpent*. He says the Spanish Government have decided to place a powerful light on Cape Villano, and the present Villano light on Cape Toriano, and he suggests that if this had been done sooner, the loss of the above vessel might have been avoided. He also submits that the new light should have all the new improvements, in order that its range may be extended as far as possible—a most important consideration—and points to the Point de Galle Light and Horsburg Light, in Singapore Straits, as successes in this respect. The writer states that the light on Sisargas Island should be improved, and complains that the time is too long between the flashes of the Burlings Light (3 minutes) and the Roca Light (2 or 2½ minutes), which, with the present speed of steamers, he considers a source of danger; and he mentions the new light placed on the extreme of Ushant as a model for imitation. Galita Island, he says, sorely needs a light, being the only unguarded danger in the Mediterranean; and he again urges the placing of lights at the southern end of the Red Sea—Aboe Eyle and Mocha shoals—as well as on Socotra Island, and the improvement of the light on Ostruction Point, Perim, by giving it two red sectors, one showing to the northward, and the other showing to the southward; and, indeed, the general adoption of red sectors showing over points of danger, the red light being an unmistakable signal of danger. Another suggestion is that lighthouses—or at least those out in the open, like the Eddystone—should be painted red, or with black bands or chevrons, as the plain white tower is very indistinct in misty weather. The writer finishes by detailing the various points from St. Catherine's to Hong Kong on which new good lights have now been placed, or old ones improved.

SHIPPING interests in Brooklyn will, it is expected, receive a boom soon by the transfer of the Wilson line of steamers from the piers in Hoboken and at the foot of Twenty-fourth-street to Prentice's stores at the foot of Joralemon-street, in Brooklyn. The Anchor line will transfer its quarters to the Union stores, near Wall-street Ferry.

ALLEGED ASSAULT.—At the Cardiff Police Court on Jan. 2, before the stipendiary magistrate (Mr. Lewis), Edward Grimwood, chief mate of the steamer *Birchfield*, was summoned for assaulting John Reardon, the steward of the vessel. Mr. J. H. Jones, solicitor to the Cardiff Branch of the Seamen's Union, appeared for the complainant. Mr. Vachell, on behalf of the defendant, gave a total denial to the assault. The Stipendiary remarked that even if an assault had been committed, it was of a trumpety character, and he dismissed the summons.

NOTICE TO BRANCH SECRETARIES. STRIKE AT YOUGHAL. (PORT OF CORK.)

Secretaries are requested to note the names of the following vessels, the crews of which have struck for an increase of wages. The captains intend to form themselves into a crew in order to carry the vessels to English ports, where they will try to procure men:—*Brigantines Mary Hounsell, Nameless, Victor, Dei Gratia, Otieilia, Citizen; schooners Rob Roy, William S. Greene, Speedy.*

J. COLLINS,
Secretary.

NOTICE TO BRANCH SECRETARIES.

Watch all Sailing Colliers hailing from Dublin; several are manned with scabs.

P. COMERFORD,
Secretary, Arklow.

STRIKE IN CORK.

Secretaries are requested to be on the alert for representatives of the City of Cork Steam Packet Co., who are endeavouring to pick up scabs for this port.

M. AUSTIN, Secretary.

NOTICE.

The Bootle Branch of the Sailors' & Firemen's Union has been removed to 133, Derby-road, Bootle, Liverpool.

NOTICE TO SOUTH SHIELDS MEMBERS.

It was resolved at a meeting of the South Shields Branch, Nov. 10, that members of the Sick Fund of the South Shields Branch of the Sailors' and Firemen's Union of Great Britain and Ireland and Other Nations, must at once pass the doctor, otherwise they will not be entitled to benefit.

SAFE ANCHORAGE.

WHERE TO BOARD. UNION BOARDING-HOUSES.

BARRY.—Mrs. G. Gawler, 19, High-street.
" Mrs. Mooney, 6, Holm-st., Cadoxton.
CARDIFF.—Seamen's Institute, West Bute-street.
GLASGOW.—James Bracken, 182, Broomielaw.
HULL.—N. A. S. & F. Union Home, 13, Robinson-row, Dagger-lane.
" William Guy, 7, Posterngate.
LEITH.—Mrs. Scott, 1, Ronaldson's Wharf.
LONDON.—N. A. S. & F. Boarding House, Mrs. Hicks, 13, Jeremiah-street, East India-road.
NORTH SHIELDS.—Union Seamen's Home, 31, Duke-street.
PLYMOUTH.—Mr. Stephens, 11, Bath-street.
SOUTH SHIELDS.—Sailors' and Firemen's Union Boarding-house, 81, East Holborn.
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